

BUILD THE "KUSTOM KOMBO"

IND

MODEL CAR

Science

JANUARY 1970

IN THIS ISSUE*
SCRATCH BUILD
AN HO SCALE
PRO CAR* LATE
MODEL BUILD-
ING TIPS* PYRO
ANTIQUE CARS



IMC'S
NEW 1/10
SCALE
MINI-
BIKE



WE "CHOP"
REVELL'S '53
CHEVY* TWO
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King Chopper™ 1/8 Scale

MODEL CAR *Science*

JANUARY, 1970
VOLUME 8, NUMBER 1

MODEL CAR SCIENCE is published monthly by Delta Magazines, Inc. Executive offices and subscriptions, 12011 San Vicente Blvd., Los Angeles, Calif. 90049. Telephone 213-476-3004. Single copy price: 50 cents. Second class postage paid at Sparta, Illinois. Subscription rate: 12 issues for \$5.00, U.S. and possessions. 12 issues for \$6.00, all foreign countries and Canada. All editorial contributions and advertising inquiries should be addressed to Editor, *MODEL CAR SCIENCE*, P.O. Box 1821, Thousand Oaks, Calif. 91360. Telephone 805-495-7282. Unsolicited contributions should be accompanied by return postage and Delta Magazines, Inc. assumes no responsibility for loss or damage to such unsolicited material. Printed in U.S.A. Copyright 1970 by Delta Magazines, Inc.

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REGULAR FEATURES

MODEL MAIL	4
QUESTION SESSION	19
THE AMERICAN COLLECTOR	36
THE HOME LAYOUT OF THE MONTH	48
SMALL STUFF	61
MODEL OF THE MONTH	62

TABLE OF CONTENTS

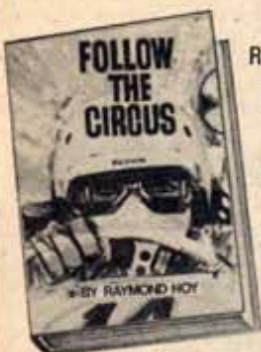
1/32 SCALE SCREAMER	16
Update Monogram's G.P. kit to a Formula "A"!	
"EASY-DOES-IT" ENGINE WIRING	20
MPC's Barris Raiders' Coach is an experience!	
PHASE IV	24
The "ultimate" H.O. car	
ANTIQUE BRASS FROM PYRO	28
Brass is "In"	
"RIDGEROUTE RACEWAY" — PART II	30
The "super track" gets some scenery	
KUSTOM KQMBQ	38
Dennis Doty's on the loose again!	
FIFTH MCS/USRA ROAD RACE	44
Another magnificent blast, as usual!	
CUSTOM "CHOP" THAT CHEVY	50
We bring Revell's panel truck down to size	
BONANZA FOR MODELERS	54
IMC's sano 1/10 scale mini-bike is outtasite!	
1/32 PERFORMANCE — PRICED RIGHT	58
Riggen has a sure-fire winner!	



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Model Mail

WHERE TO GET IT

On page 12 of the June issue of *Model Car Science*, there's a picture of a Peterbilt truck. We can't find any way to order the kit. Could you help us?

Carolyn Fry
Weatherford, Okla.

That's AMT's Peterbilt, Carolyn, and it should be on your dealer's shelves by this time. If you can't find it, order one of *Auto World's* model car mail order catalogs. Check the ads in this issue; any of their advertisements offer the catalog. You should find what you want in there. And if it's not in the catalog yet, just order it from them, using the description and price. They'll have it.

A TRACK BUILDER

In your October issue, an article entitled "Track Building on a Budget" mentioned Russkit Formula Two controllers. I can't locate them. The magazine gives the part number and the price, but no address is given as to where they can be bought.

Also, I need the address of Monogram so I can send for the pit buildings, racing tower, spectators, drivers and pit crew. Here again, no address was given. I think you did a rather thorough job, however, of covering the assembly steps. I've been looking for something along this line to replace my plastic home track for quite some time. I appreciate your concern for readers who don't have a million dollars to spend for a track.

Larry Coleman
La Grande, Ore.

See the answer to the question, above, Larry. *Auto World* has all of that material, including the Monogram pit buildings, etc. Generally speaking, it's best not to order direct from a manufacturer, as they're not set up to handle small orders. The mail order houses are your best bet if you can't get it locally.

WHAT NOW?

I enjoy model car racing, but recently both of our local model car raceways closed down! These hobby centers were the only ones I knew of in my area. There are about 50 of us who are out in the cold. Can you help?

Michael Crupe
Altamont, N.Y.

We'll tell you what we tell all the other fellows who find themselves in this kind of a bind, Mike. Band to-

gether and buy or build a home raceway. If you've got a bit of space (in a basement, garage, etc.) you can build a beautiful track, cheaply, if all of you throw in a few bucks for a club track. Your best bet is to spend \$2.00, plus 50 cents postage, and order "The Art of Track Building" from Pacific Publishing Group, P.O. Box 1821, Thousand Oaks, Calif. 91360. The book gives the full dope, with pictures and diagrams, on building a home track (1/32 and 1/24 scale). You'll also receive "The Portfolio of Track Designs," a dozen scale drawings of 1/32-1/24 tracks, plus a wiring diagram. These two books will help you considerably.

BACK ISSUES OF MODEL CAR SCIENCE

Can I still obtain back issues of *Model Car Science*? How do I go about it?

Fred Gamble
Chattanooga, Tenn.

Send 50 cents along with the month and year of the issue you want, Fred. We've got most issues. If we're out, we'll refund your money right away. Send your order to "Back Order Department, Model Car Science Magazine, 131 S. Barrington Place, Los Angeles, Calif., 90049."

HOW ABOUT AN ENGINE WIRING ARTICLE?

I'd like to know how to go about "wiring" a model car engine.

Jim Jardt
New York City, N.Y.

Check page 20, Jim.

IT'S AN AGE OF SPECIALISTS

Does any of the mail order companies deal in 1/32 scale equipment only? I'm not interested in H.O. (too small) or 1/24 scale (too big). And there's no good hobby shops nearby that I know of.

Tim Thurston
San Diego, Calif.

1/32 only? *Auto World*, of course carries 1/32 equipment, along with their HO and 1/24 stuff, as does *Discount Hobbies* (both of whom advertise in MCS). But the only company which specializes in 1/32 is a new mail order firm on the west coast — *Action World*, P.O. Box 1164, Thousand Oaks, Calif. 91360. They've an ad in this issue, (page 61). From what we've seen, they appear "on the ball" with service, and their new catalog (send 25 cents to cover the postage and handling, to their address) seems to have everything one would want for this home scale. Try 'em.



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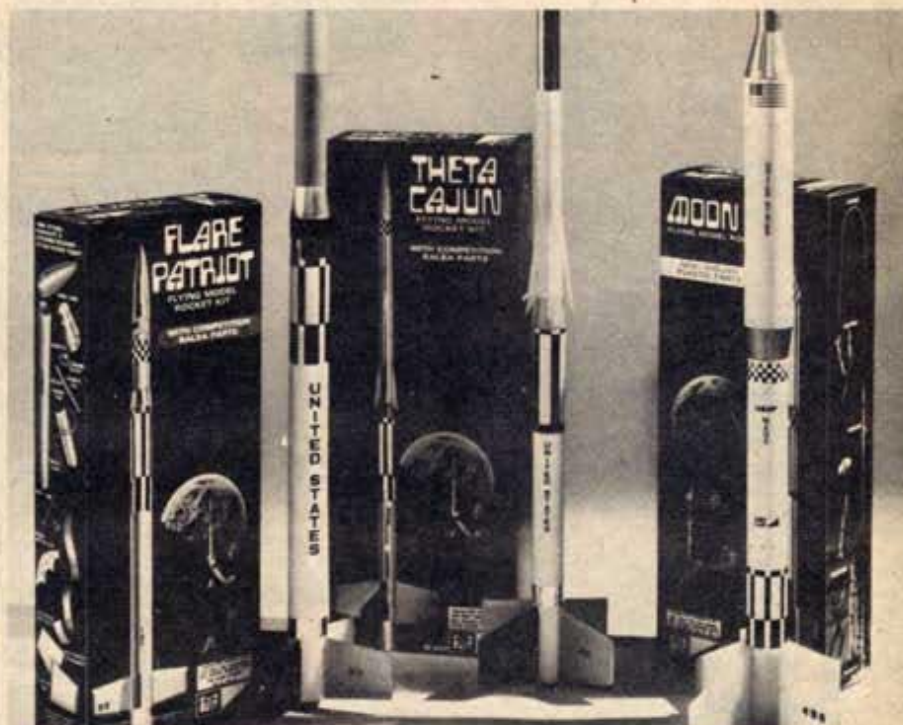
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now. Check them out.



Bonanza's new "Scout" line of mini-
bikes contains three models, ranging
from a \$49.95 kit, without engine, to
a complete three horsepower minibike
at \$129.95, and a 3-1/2 horsepower
model for \$159.95. For more informa-
tion write SCOUT Division, Bonanza
Industries, Dept. MCS, 1775 South
First St., San Jose, Calif. 95112.



M.P.C. never seems to quit producing super-fine 1/25 scale plastic kits. Here are a few you'll love. Dan Gurney's Olsonite Eagle is MPC's third in their Grand Prix series. Just \$1.70. And Dick Harrel's Super Funny Camaro is no laughing matter. Great detail and realism for \$2.00. The 1/32 scale line will please followers of the smaller scale. You'll find a Triumph TR-4A, Jaguar 420 and a Mercedes 280SL. Just \$1.00 each.



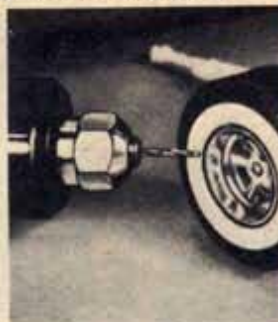
Monogram's "Sand Crab" should be a hit with modelers everywhere. There are 83 pieces of finely-detailed goodies in this \$2.00, 1/24 scale kit. Dig it at your local dealer.



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AUTO WORLD HO MAGNET SHIMS (2x) . . . 19

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MPC's 1970 line of 1/25 scale car kits is here! In addition to the beautiful Plymouth Hemi-Cuda, pictured, a 1970 AMX, a 1970 Cyclone Spoiler, and a 1970 Pontiac GTO is offered. All super-detailed, of course, and in 1/25 scale, with the exception of the AMX, which is in big 1/20 Super Scale size.



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8/Model Car Science



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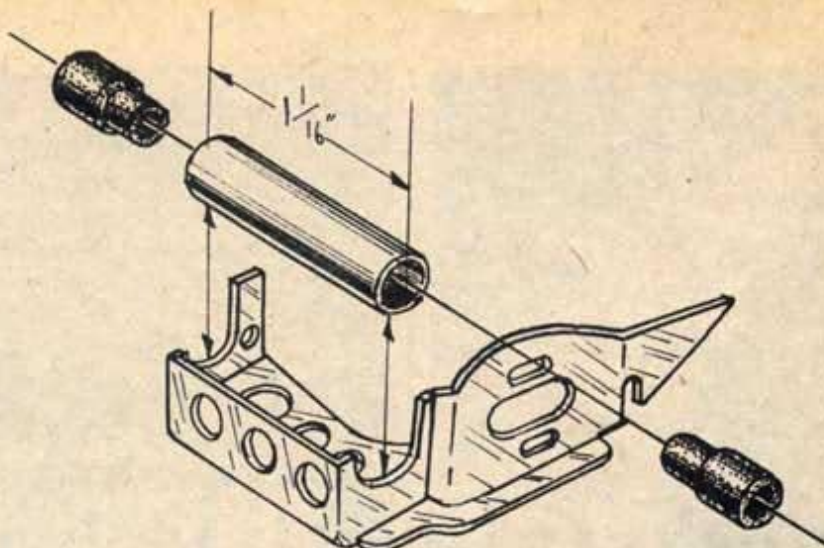
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Centuri reaches for the stars with their new line of Super Scale flying model rocket kits. The "big gun" is a 43-inch high Saturn V. 25 cents gets you a catalog of all of their rocket goodies. Write to Centuri Engineering Co., Dept. MCS, P.O. Box 1988, Phoenix, Arizona 85001.

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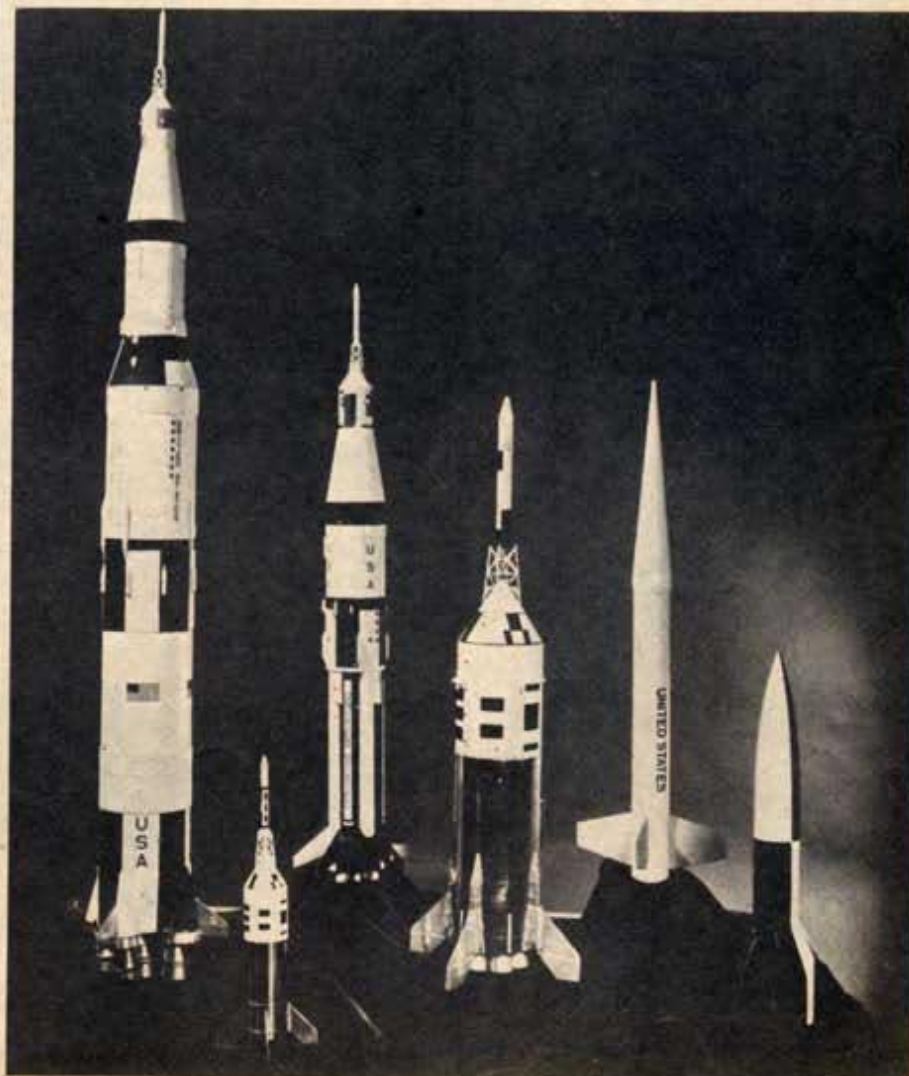
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MPC's "Ohio George Montgomery" rides again in his latest super strip shooter—"Mr. Gasket." 1/25 scale, naturally, with clear body, great detail. \$2.00.



The "Minichopper" is a crowd-gatherer from Bonanza Industries, Dept. MCS, 1775 South First St., San Jose, California 95112. 25¢ will get you complete information on this wild little minibike.



Also from **POLITOYS** is a 1/43 scale model of this sleek dragster that holds the Italian speed record. Collectors will be impressed with the unusual design and attention to motor detail, suspension and airfoils. See the Mangusta photo and caption, above, for details on where to send for information on this car.



"MATCHBOX" just keeps adding goodies to their comprehensive line of cast-metal cars, and the customers keep smiling with joy. Two new ones are the No. Y-5 1907 Peugeot (left) and the No. Y-8 1914 Stutz. Each sells for \$1.50. Available at toy, hobby, drug, variety and department stores.

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MPC ANNOUNCES 2ND ANNUAL NATIONAL MODEL CAR CONTEST

MPC has announced the start of the 2nd Annual MPC National Model Car Customizing Contest, to be held in conjunction with the International Championship Auto Shows. The contests will be held in 15 cities, beginning in Minneapolis on October 17, 1969 and running through to April 17th, with the final contest in Washington, D.C.

In each city, the contest is held at the custom car show conducted by the ICAS, which is usually a three-day, week-end promotion. Contestants enter their models on the opening night of the show and until 3:00 P.M. on Saturday. Judging takes place on Sunday afternoon, at which time awards are presented.

MPC initiated these model car contests during the 1968-69 season in ten cities, and in every city the contest proved to be a tremendous success. Five cities have been added to the list this season. The contests are heavily

supported by the International Car Modelers Association.

There are four classes a modeler can enter: Junior, Senior, Adult and Professional. Judging is based on originality, quality of craftsmanship, modifications, and detail of finish.

Trophies are awarded in each city for 1st, 2nd and 3rd in each class, in addition to special trophies for best paint, detail and originality. A grand award is given for Best in Show.

"There was no question of the continuation of this program," said Sam Bushala, Special Promotions Director of MPC. "Last year's contests drew a greater response than we had ever expected. Now that MPC has established this success, we are looking forward to an even greater reaction this season. Builders love to compete and to have some place to show the result of their efforts and these contests are just what they are looking for."

The MPC Model Car Customizing Contests will be held in the following cities:

Minneapolis, Minnesota
Chicago, Illinois
New York, New York
Flint, Michigan
Houston, Texas
Boston, Massachusetts
Dayton, Ohio
Detroit, Michigan
Louisville, Kentucky
Milwaukee, Wisconsin
Chicago, Illinois
(Navy Pier)
Indianapolis, Indiana
Baltimore, Maryland
Cleveland, Ohio
Washington, D.C.

October 17-19
Oct. 31 - Nov. 2
November 21-23
November 27-30
December 5-7
Dates not confirmed
January 2-4
January 23-25
Jan. 30-31 & Feb. 1
February 6-8
February 13-15

February 20-22
February 19-22
March 13-15
April 3-5



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BONANZA SETS NEW RECORDS AT BONNEVILLE



There was amazement and consternation among veteran motorcyclists at the Bonneville Speed Trials recently. Two motorcycle speed records had been set by — of all things — a minibike! Unofficial time slips clocked one tiny bike as high as 120 mph as 18 year old novice rider John Conlan raced to the new records. One Bonneville official exclaimed, "They stole the show!"

But it was no surprise to Mike Farrand, president of Bonanza Industries, Incorporated, builders of the minibikes. His "Rattlesnake" go-karts are still winning international championships, years after he designed and built them.

According to Farrand, the purpose in going to Bonneville was to prove once and for all that minibikes could have safe handling characteristics, even at Bonneville speeds.

Minibike manufacturers, like many other makers of powered vehicles, are concerned about safety; and some of them work closely with youth and

police organizations to promote safer riding on two wheels. An excellent example of this concern is that although it costs them sales, most reputable minibike makers recommend the smaller bikes be confined strictly to off-the-road fun riding. They further argue that it is far better for a youngster to start handling a powered vehicle by controlling a 100 pound minibike in an empty lot than to start by driving a 4000 pound car on a 65 mph freeway. Many police officials agree and encourage supervised minibike riding programs.

Bonneville was just another step in this direction by Bonanza to test handling characteristics. Because of this, the minibikes that ran were made mostly of stock Bonanza parts.

Designer and builder of the bikes was Jack Costella of Bonanza. Tuning was by Irv Kanemoto.

The records won were: PSA-AG-175 @ 92.561 mph (Bonanza gave away 41cc in engine size to win this one), and A-AG-100 @ 79.774 mph.

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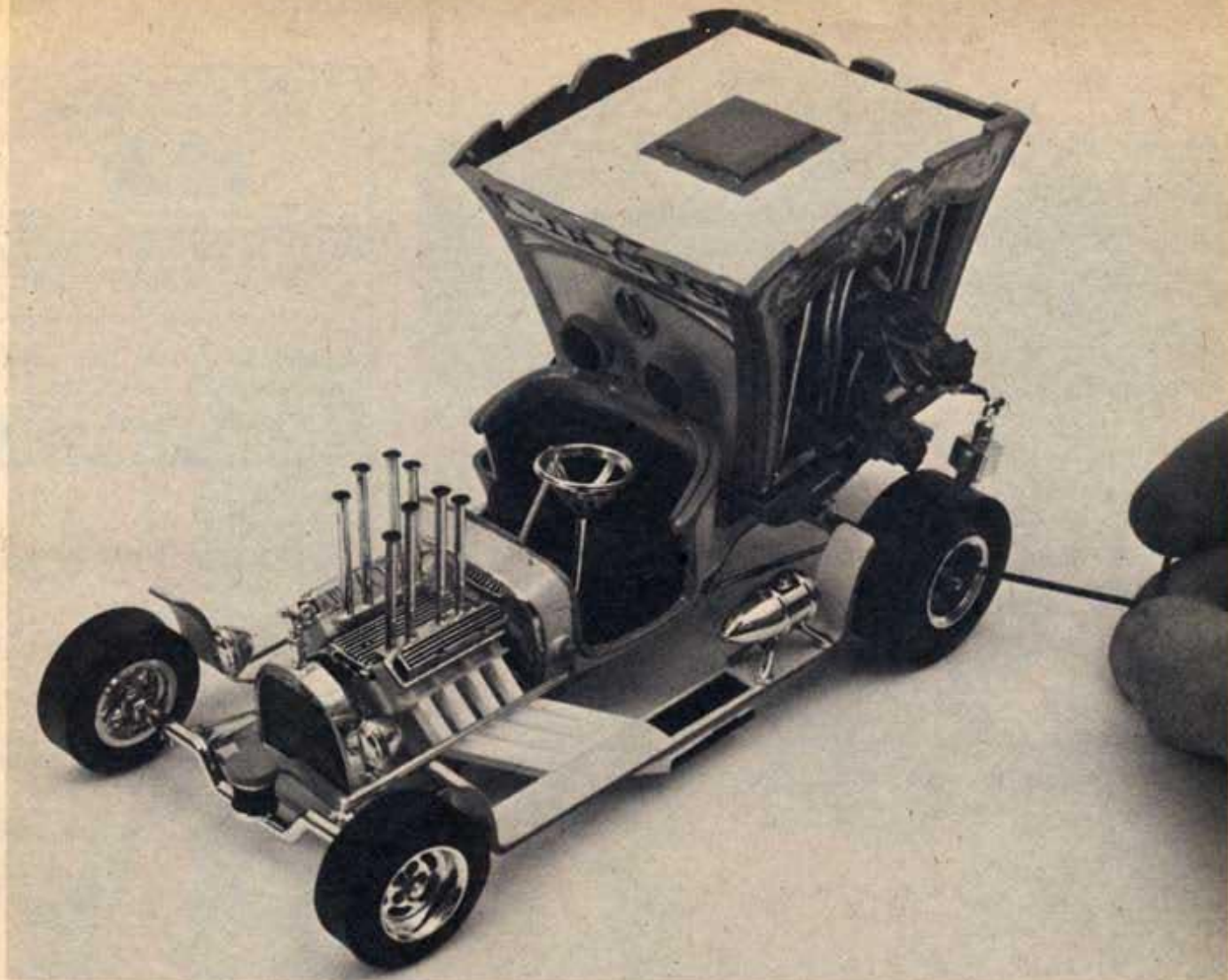
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DRAGON WAGON!

Bolt on wheels will bring you extra show points in any model contest. Here's how to do it.

When finish and neatness are near-equal among any contest entry model cars, it's the extra details that garner the show-winning points. Working steering, opening doors, hoods or trunks, full ignition wiring, fuel or brake lines, operating suspension, and removable wheels are a few of the extra touches that have meant the difference to other modelers in various contests.

Even if you never intend to see your model in a contest, this type of detail will add enough interest to your models to make each of them a center of attention among the others in your collection. Past issues of MCS have featured most of the methods of achieving these extra detail touches. Here, you'll find out how to make removable wheels to fit Monogram's newest Tom Daniel design, the "Dragon Wagon," or most any of the

earlier Monogram/Daniel rods.

The "removable" wheels themselves are taken from the Monogram "Beer Wagon" kit. You'll need one kit per side. The attaching "bolts" are No.4-40 threaded Allen-head set-screws, of the type used to hold slot racing wheels to their axles. You'll also need an Allen wrench to fit the No. 4-40 screws, a No. 43 drill bit, drill, razor saw, and a hobby knife. The "Beer Wagon" wheels are trimmed so that one outer half serves as a simulated brake drum (to be glued to the car's axle), while a second outer half serves as a removable wheel half. The Maltese Cross-styled wheels from the Monogram "Red Baron" could also be used. While we've applied the removable wheel idea to the "Dragon Wagon," the same steps can be followed to fit these wheels to any other kit.

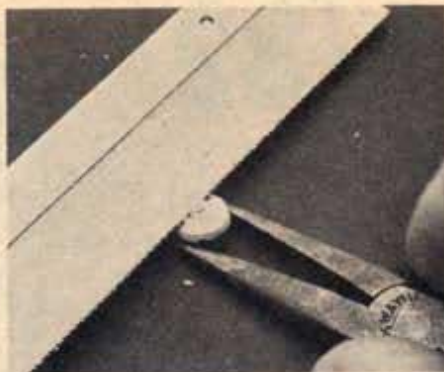
By Robert Schleicher



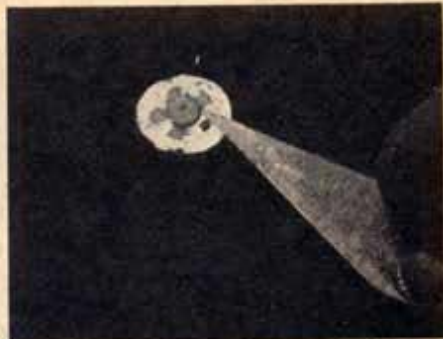
One set of front and rear wheels from Monogram's "Beer Wagon" kit will be needed to make removable, bolt-on wheels on each side of the "Dragon Wagon."



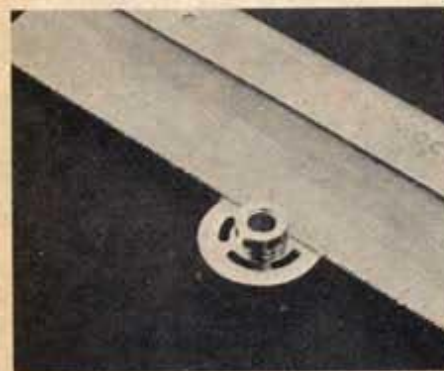
Cut the center section from one rear wheel and one front wheel. Keep first cut near outer edge, then trim center to a perfect circle after it is loose.



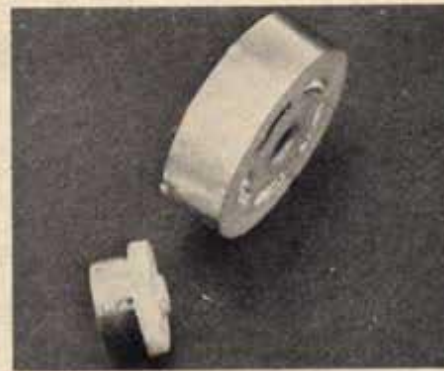
Cut all but $1/32$ " from the extended hub center of the now-trimmed "Beer Wagon" wheel center. Remaining $1/32$ " will serve to align wheel on car.



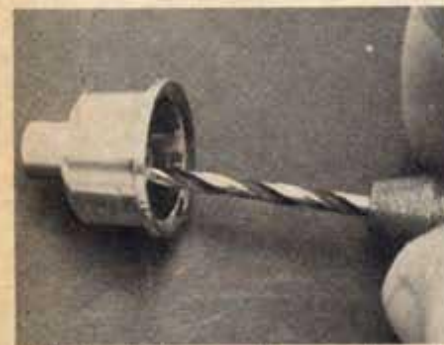
Slice away each of the simulated wheel nuts from the wheel center and from the still-stock outer wheel half. Repeat the process on "Beer Wagon" rear wheels.



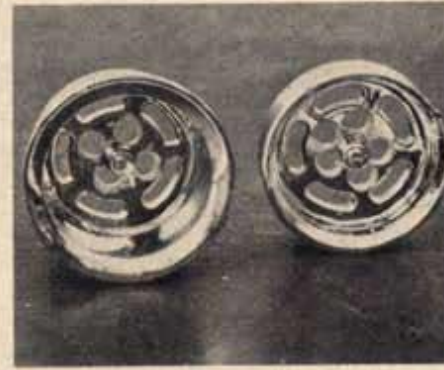
Saw the protruding back from the stock "Beer Wagon" wheel outers and file the surface so it is perfectly flush.



Modified "Beer Wagon" wheels, ready to drill for "bolt-on" feature. Wider hub and wheel outer are rears.



Drill three holes, equally spaced, and as close to the raised hub center as possible with the No. 43 drill bit in pin vise.



Five-bolt pattern (right) places holes too close together. Four-bolt pattern is OK, but three holes are best bet.



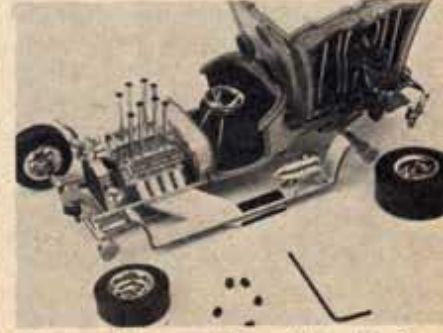
No. 4-40 Allen-head set screws are self-threaded into pre-drilled holes in wheel and into trimmed-down wheel center to hold wheel half to center. No. 0-80 hex head cap screws are more realistic and easier to use in five-bolt pattern, but this size is hard to locate. Try model railroad supply shops.



The center hole in the "Beer Wagon" wheel inner halves must be enlarged to clear the trimmed-down wheel outers that now serve as hubs for bolt-on wheels.



Monogram "Dragon Wagon" is assembled following kit instructions, but do not glue stock kit wheels in place. The "Dragon Wagon" spoke wheels would bolt on with a single, center, nut on any full-size duplicate of this dream rod.



Trimmed-down "Beer Wagon" wheel centers are glued to "Dragon Wagon" axle ends in place of stock wheels. Glue wheel backs, with enlarged center holes, and tires to drilled wheel outers.

Minor mods to Monogram's 1/32 scale Grand Prix kit chassis can update it to fit the current clear plastic Formula A bodies.

Some of the fantastic Formula "A" cars from the MESAC Club in Inglewood, California, graced the cover of the December issue of MCS. We also showed Don Sloan's "super trick" four-pivot chassis that he uses in this class. For the super-smooth surfaces found on most home-set plastic tracks, however, all of that motion is really not needed as much as on an undulating uphill and downhill course like the MESAC Club's.

For home set racing, Don finds that a slightly modified Monogram 1/32 scale Grand Prix chassis is as competitive as the more complex cars. The Monogram chassis we used is available as a separate item; in their 1/24 scale slot-racing Quarter Midget kit; in a 1/32 scale "Ferrari GP" kit; or in the 1/32 scale "Lotus GP" kit.

All we've done here is to add some extra chassis weight and reinforcement to the chassis sides. The wider clear plastic Lancer Lotus or Eagle GP body will easily cover the widened chassis. A Cox quick-change pickup is fitted at the front, with Associated-brand black foam tires on set-screw wheels added to the rear. The Monogram kit rear wheels and tires are turned down in a hand-held electric drill to fit on the front axle. The wider tires are more like the current GT types than the stock kit tires and the foam rubber rear tires allow far quicker cornering speeds. If your track has fairly broad corners you may also want to extend the length of the drop arm to move the Cox pickup all the way to the edge of the Lancer Lotus body's nose.

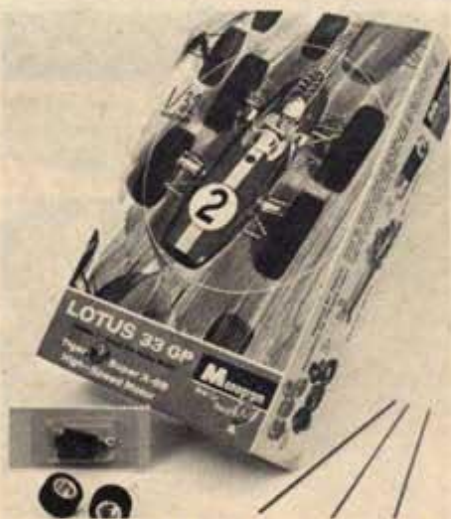
Two versions of the modified Monogram chassis are shown: one with the simple addition of extra frame rails at each side; the other with extended pickup and extra lead weights soldered on the drop arm just behind the front axle. If you feel the car would handle even better with more weight, add the pieces shown on the more complex-appearing chassis.

Don Sloan's No. 10 Lotus appears at the 1/32 Formula "A" races on pieces shown on the more complex-appearing chassis.

Don Sloan's No. 10 Lotus appears at the 1/32 Formula "A" races on most Thursday nights at MESAC adult meetings, 3737 W. 104th St., Inglewood, California. Drop in and have a look if you can.

1/32 SCALE SCREAMER

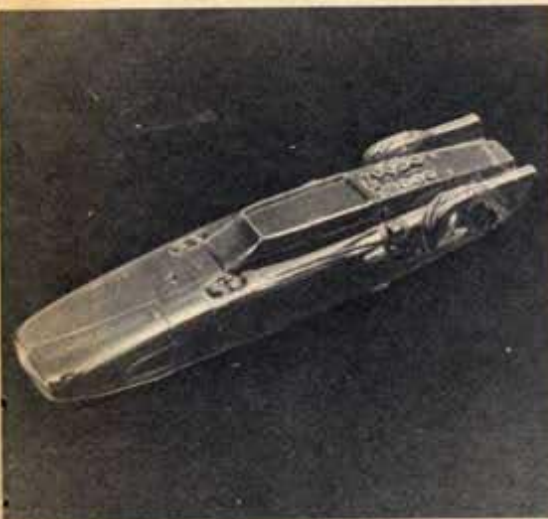
By
Robert Schleicher



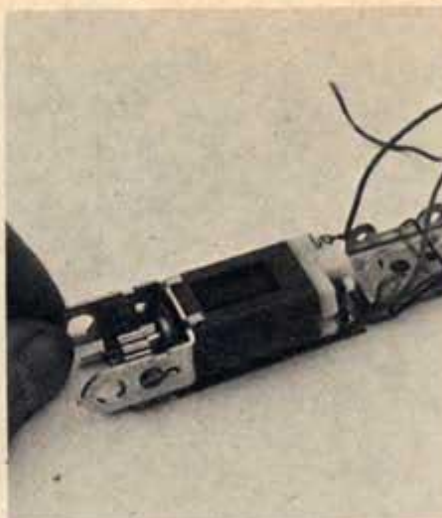
Monogram 1/32 scale Lotus GP kit (or others from text) with Associated rear tires and wheels, 1/16" brass tube, and Cox pickup, can produce competitive chassis.



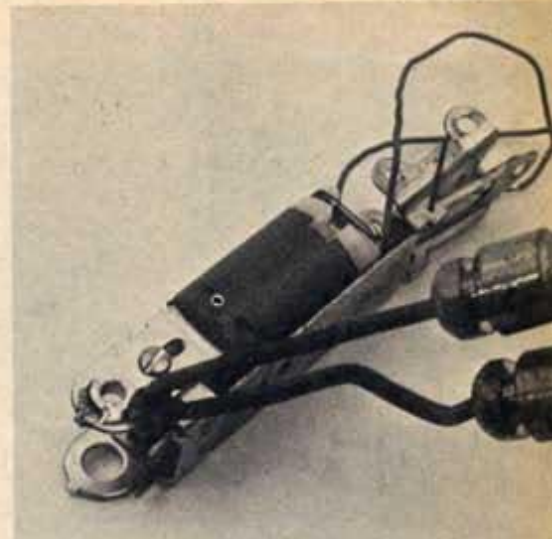
Lancer's 1/32 scale clear Lotus Grand Prix body is copy of car that raced at Monaco, but very similar to car Pete Lovely has raced in U.S. Formula A races.



Lancer American Eagle GP clear plastic body shell could be easily substituted for Lotus, shown in these photos.



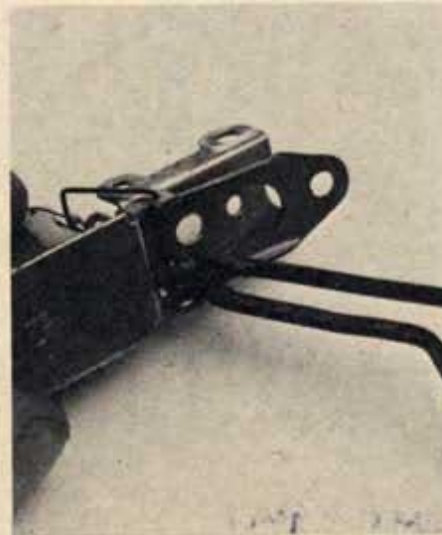
Assemble chassis and adjust wheelbase to 3-inches; tighten bolts. Pinion gear, on motor, should be replaced with a seven-tooth solder-on brass item.



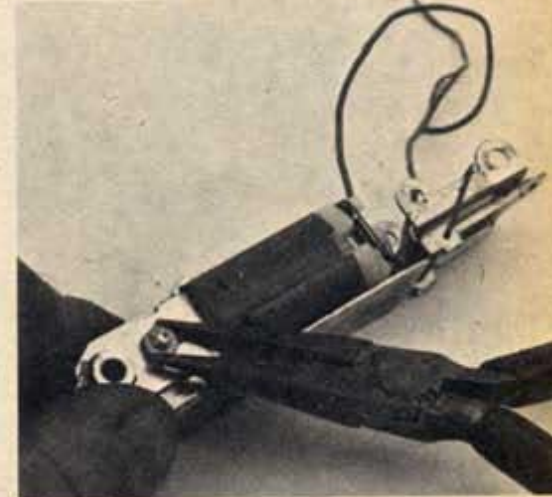
Fit Monogram kit rear bearings with flanges on outside of frame. File frame and bearing edges, then solder edges.



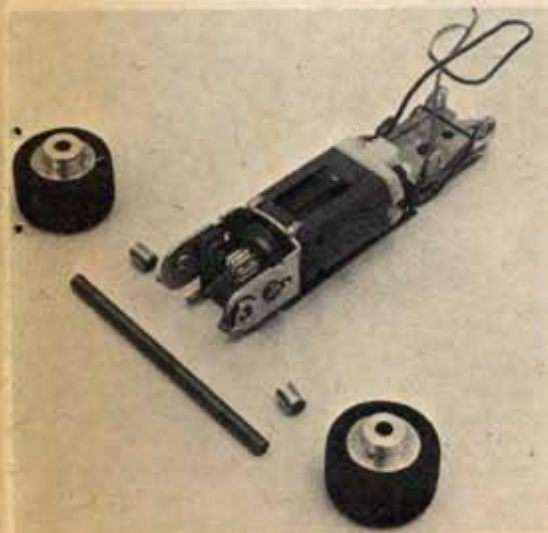
Mark off a piece of 1/16" brass tubing to fit between sides of drop arm, trim to size, and file edges smooth.



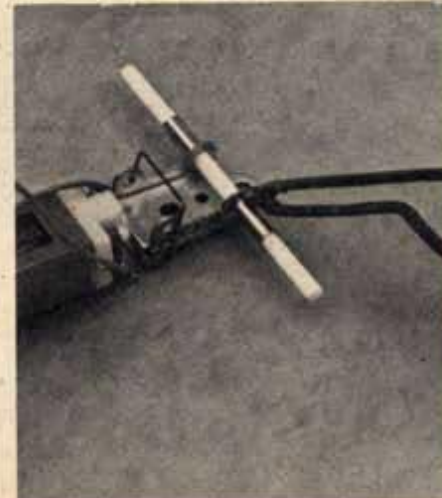
Solder piece of brass tube to sides of drop pickup arm to serve as a more precise bearing than stock brass sheet.



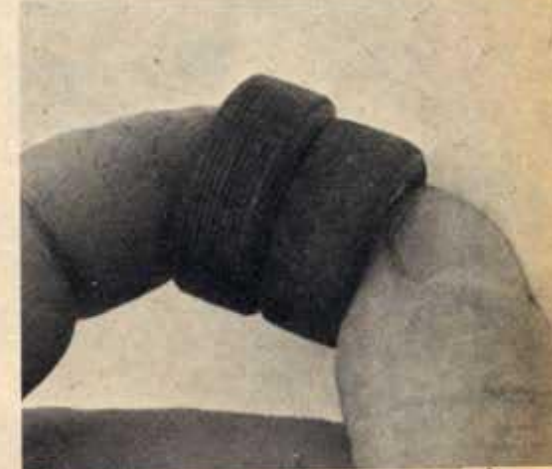
Right hand nut and bolt must be assembled with nut on the outside to clear nylon Rigger 32-tooth crown gear.



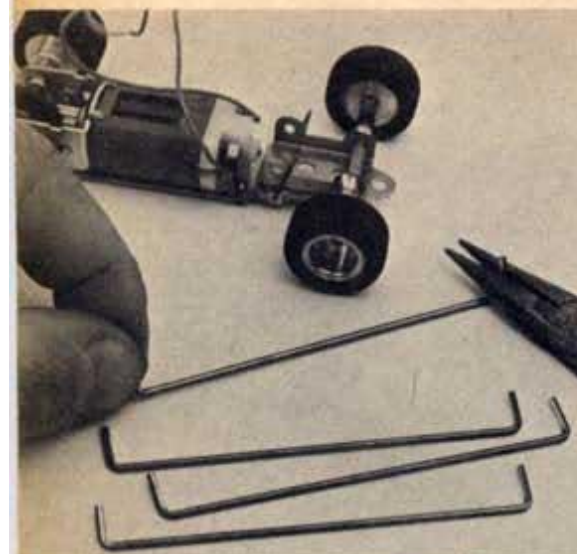
Use 2" straight axle, with flats filed to match gear and wheel set-screw locations, with brass outer spacers.



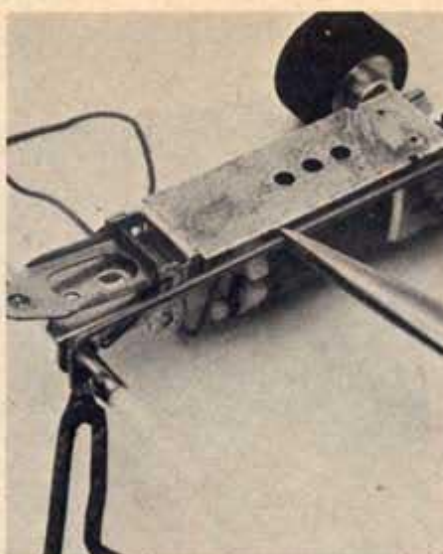
Champion's new plastic front axles make soldering front spacers to frame easier. Well-oiled steel axle could be used.



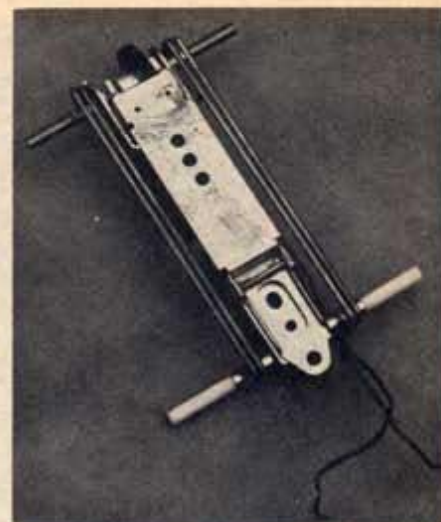
Chuck the rear kit wheels, with tires epoxied in place, in an electric drill. Hold spinning wheels against sandpaper to reduce diameter to 3/4" for use at front.



Bend four pieces of 1/16" brass rod or tubing to fit from front edge of front spacers to rear edge of rear spacers.



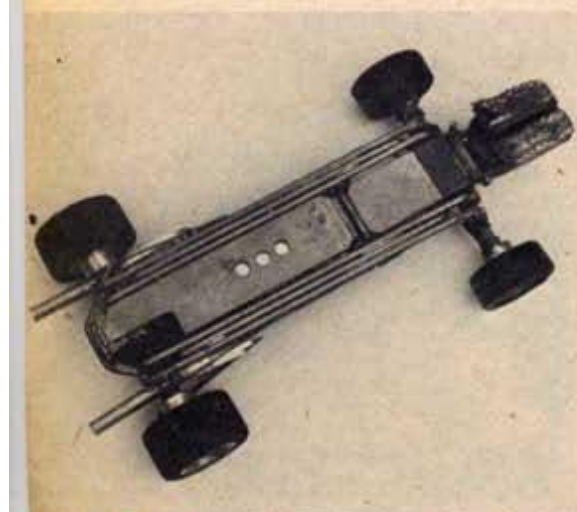
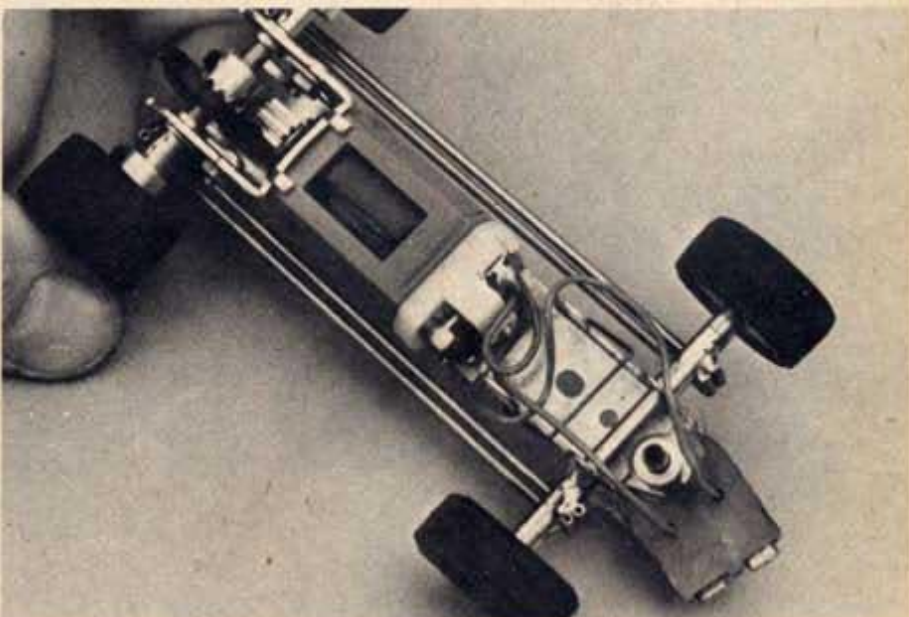
Solder bent 1/16" brass to brass axle spacers at front and rear of chassis. Keep all four pieces straight, parallel.



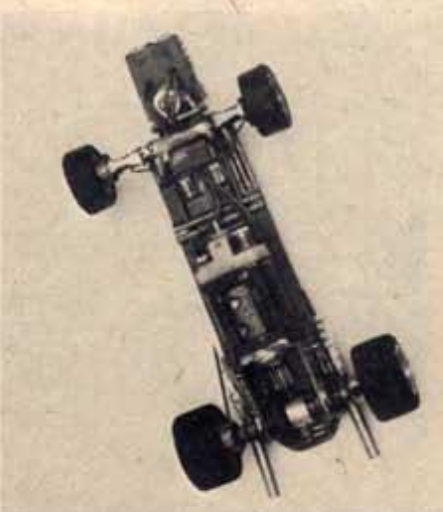
The bottom edges of frame reinforcing tubes should be flush with bottom of stock chassis, just wide enough to clear edges of Lotus or Eagle clear bodies.



Assemble front wheels (ex-kit rears); add Cox pickup; adjust rear gear clearance by moving wheels in or out.



MESAC club member Don Sloan added more lead to his modified Monogram chassis and extended the pickup arm about 1/4".



Lancer's clear plastic Lotus GP body, detailed and painted by Don Sloan to fit the Monogram GP chassis, as it appears on the Inglewood, Calif., MESAC club track during Formula "A" races.

QUESTION SESSION

By Brick Price

Each month MCS will answer questions of general interest. Address all queries to Question Session, C/O Brick Price, 11795 Gateway Blvd., #3, Los Angeles, California 90064. Only those questions with a self-addressed, stamped envelope can be answered personally, time permitting.

Q I would like to know if any company makes a model kit or die-cast model of a GMC bus, such as those used in New York and other cities.

Roger Lemmo
Long Island City, New York

A I'm afraid you're out of luck, Roger. I made a check of my library and couldn't find the type of bus you need. "Matchbox" makes several busses but the only American one is the Greyhound. Can anybody help him?

Q I have been building models for about five years and still can't figure out how to estimate the ratio of weight to cubic inch, or whatever the class numbers represent. Could you help me out on this? Also, since there are no speed shops near me, could you tell me where I can send for an AHRA rule book? How much will it cost? Finally, did any model company produce a model of the '65 Olds F-85?

Danny Vegso
Denville, N.J.

A The system of determining a car's class is quite simple, Danny. You merely divide the weight of the car (in pounds) by the size of the engine (in cu. in.). For example, in the Stock Division there is a sub-division known as "Factory Competition." Assume that our car weighs 3,400 lbs. and is equipped with a 400 (ci) is 8.5. This means that for every cubic inch, you will have 8.5 pounds of weight. The car would fall into the top of the class FC/DS (Factory Competition) which is 8.50 to 8.99 lbs. per cu. in. If the car were equipped with an overhead cam 400 c.i. engine, it would be jumped one category to FC/CS, or 8.00 to 8.49 lbs. per c.i. The rule book costs \$1 from American Hot Rod Assoc., 1820 W. 91st Pl., Kansas City, Mo., 64114. In answer to your final question, Dynamic 88, *sl*, F-85, *no*.

Q Help!!! I desperately need a '67 Cad El Dorado kit by JoHan. Can you help me? Maybe some of your readers can help me out. Where can I purchase a set of those jazzy Champion HO set-screw wheels?

Tom T. Nakasone
5175 Dawes
Culver City, Calif., 90230

A Sorry, I can't help you with the Cad, Tom, but maybe our readers can. The set-screw wheels are now available from Champion. They really add to the appearance of a car, as well as lowering the center of gravity. When these tires are used in conjunction with Champion's brass pan and low profile pick-up brushes, they produce almost the ultimate in handling. I'd suggest the use of Aurora's hop-up gear with these tires since the smaller diameter effectively lowers the gear ratio. Write to Champion, Dept. MCS, 5620 New Peachtree Road, Chamblee, Georgia, 30341. They'll send you a list of all their new HO items.

Q What kinds of cars will work best on Aurora's HO track? Which color and brand of paint will best allow me to match the orange color of Bruce McLaren's/Dennis Hulme's McLaren Can-Am racer on a Lancer clear body?

Francis A. Spindler
Monoma, Wisconsin

A Tyco, Atlas, Eldon and Faller cars will all work on Aurora's track, with modification. The color that will work on the clear body and best match the orange you need is available from Ulrich.

Q I'm interested in collecting model cars, so your magazine is well received each month. A friend in the States was buying *Toy and Train* magazine and sending it to me, but he says it's no longer available. What happened? Are there any other magazines devoted strictly to collectors?

George Castell
APO San Francisco, Calif.

A *Toy and Train* was the only magazine that catered to model car collectors, but unfortunately they're now defunct. However, there is a new monthly journal called *Miniature Car Collector* that is specially for collectors of die-cast (and similar) cars. It's sold by subscription only, \$6.00 for 12 issues, \$11.00 for 24 issues, or \$15.00 for 36 issues. Chock full of photos and valuable articles on the subject. Order from Pacific Publishing Group, P.O. Box 1821, Thousand Oaks, Calif. 91360. Incidentally, hang onto those first issues of *Toy and Train*, since they will, in time, be valuable collectors' items.

Q You've printed several articles on putting on paint, but how do you take it off?

Robin Hutchinson
Nanaimo, BC, Canada

A You won't believe this, but try soaking the car for an hour in Cox Thimble Drome Fuel. Remove the car and rub the paint off with a soft cloth or tissue. Use an old toothbrush dipped in the fuel to remove paint from louvers, vents, etc. The fuel will not craze the plastics or damage the chrome. When all of the paint has been removed, wash the car with hot water and cleanser before repainting. Read all of the cautions on the fuel can before you begin working.

Q I would like to know the best way to remove decals so you can put them back on after repainting. Also, I would like to know if I can get a 1/25 scale engine separately, and where I can get it. Don't suggest Revell custom parts because I can't get them up here.

Jim Purcell
Edmonton, Alberta, Canada

A Soak the decal with hot water and vinegar until it slides free from the car. Allow the decal to dry and coat both sides with clear enamel. Replace the decal and cover it with at least one coat of clear enamel. Decals can be made from photos or drawings using a new product called "Decal-it," available at most craft shops.

"Easy-Does-It"



ENGINE WIRING

MPC's new Barris Raiders Coach is an electronic "experience!"

It sure doesn't look like a rolling studio, but that's George Barris' basic theme in his newest rod-and-a-half — the Raiders Coach. Barris tied the 18th Century costumes of recording group Paul Revere and the Raiders into an 18th Century "horseless" carriage. Giant, coach-like 18" wheels support the rear of the vehicle, and nearly a thousand modern wheeled horses provide motivating power. With the exception of a '69 Pontiac GTO plastic

front bumper and a portion of the hood, the entire Raiders Coach is a hand-built vehicle.

The coach itself has a heavy steel frame with wood panel inserts on the sides. The coach suspension is by leaf springs (quarter elliptic) at each end to give what Barris calls "a ride similar to the rocking of the 18th Century coach." The "electrics" of the coach include a double keyboard organ, Vox guitars, a Muntz stereo tape deck, and

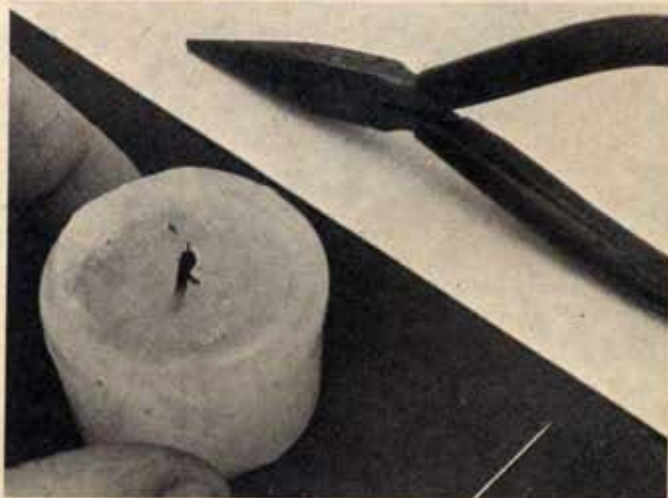
a total of twelve Vox speaker enclosures amplified by Vox-Beattle amplifiers. The driver controls the 16-cylindrical power package from where he would have set in the 18th Century.

The engine package provides steering and propulsion by remote control from the driver's perch on the coach. A pair of 428 cubic inch Pontiac engines from the '69 GTO-with-XJ options are connected by chains to a single differential. The entire Raiders Coach concept is that of a scaled-down trailer-truck, with futuristic control and automatic transmissions. Similar design exercises have appeared in the trucking and travel trailer fields, so the idea may not be as impractical as it first appears. The Raiders Coach may be the forerunner of the taxi cab of the future?

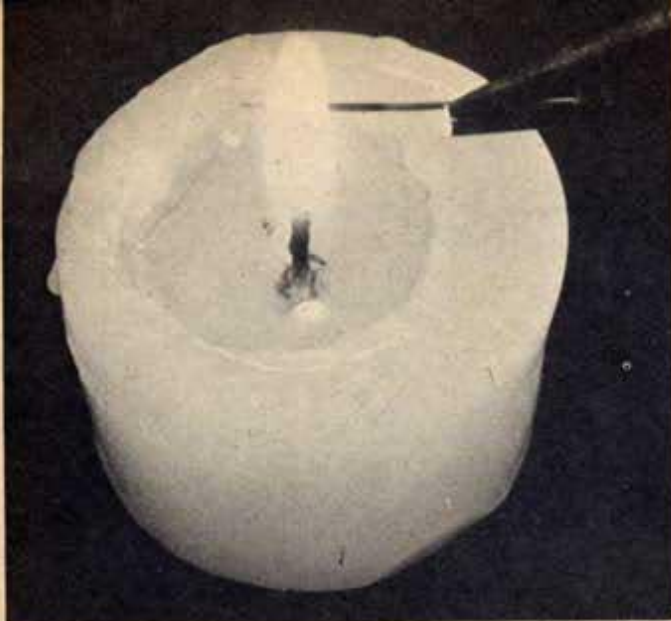
MPC's 1/25 scale kit for the Barris Raiders Coach has all of these details on its chassis, engines and interior. Some of the more visionary modelers will undoubtedly use the kit to make ultra-customs of futuristic designs. With so much electronic gear aboard, the Raiders Coach seems the perfect vehicle to practice the techniques of simple superdetailed ignition wiring to 1/25 scale. With the two GTO engines, such detail is doubly visible. All you need is a candle, a straight pin, pliers, a knife, jewelers file, and glue. In brief, a heated pin is used to punch holes in the engine's heads for the No. 22 gauge stranded and insulated "scale" ignition wires. The distributor cap sections of the wires are stripped to bare metal and glued to the pre-notched surface of the cap. That's all there is to it, no special drills or other tools are needed and the tricky drilling of the tiny distributor cap is eliminated.



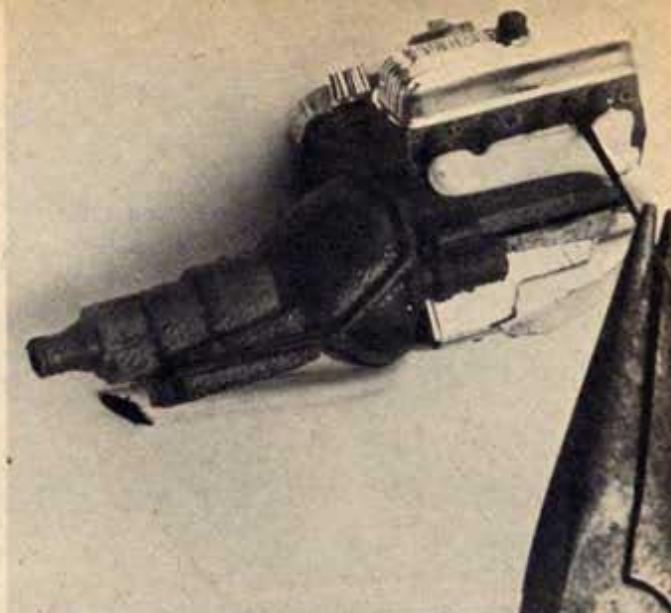
1/25 scale MPC model of Barris Raiders Coach is a rolling sound system, with twin engines the perfect place to practice simplified ignition wiring.



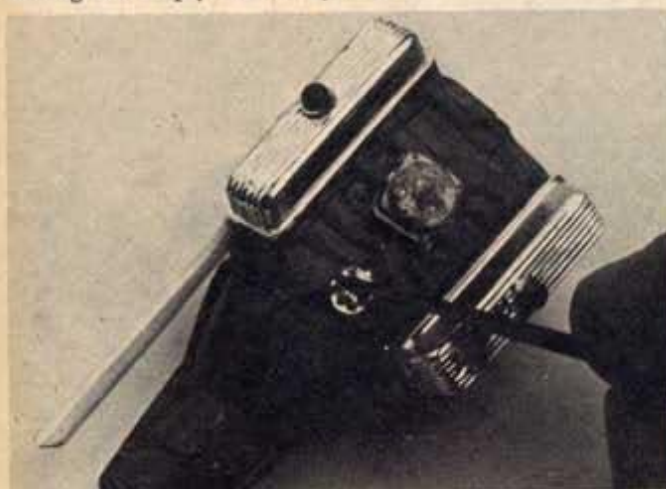
To add ignition wiring details to any engine you'll need a candle, straight pin, pliers, small file, glue, and some No. 22 gauge stranded, insulated electric wire.



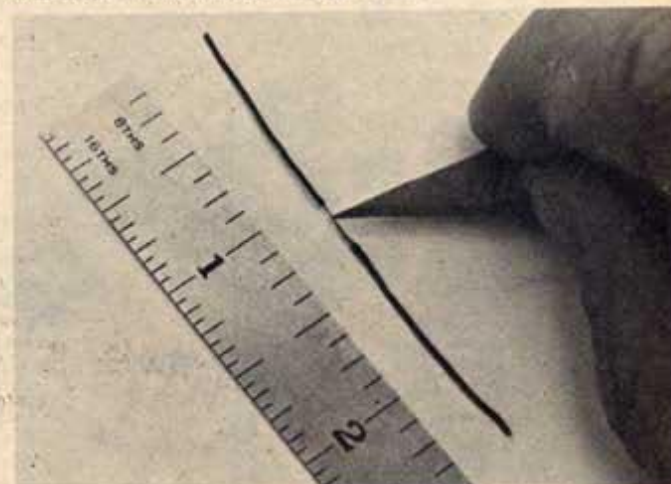
Hold the pin about three-quarters back from its tip and heat for about 20-seconds over a candle flame. Black coating will simply flake away later.



Press heated pin into head where spark plugs would appear immediately before pin has time to cool. Hot pin will melt its own hole. Repeat eight times.



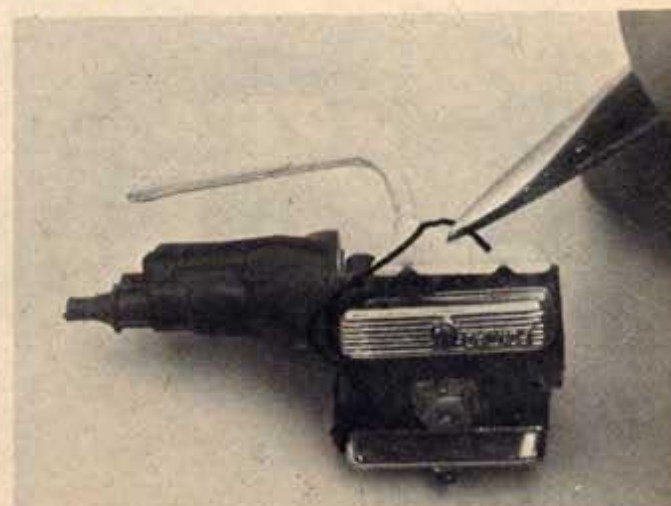
File four grooves over the top of the distributor cap across opposite dimples that simulate ignition wire connectors. Cap top detail is temporarily destroyed.



No. 22 gauge stranded and insulated wire (from a radio supply shop) is cut into 2 1/2" pieces, with 1/4" of the insulation stripped from the center. Make four.



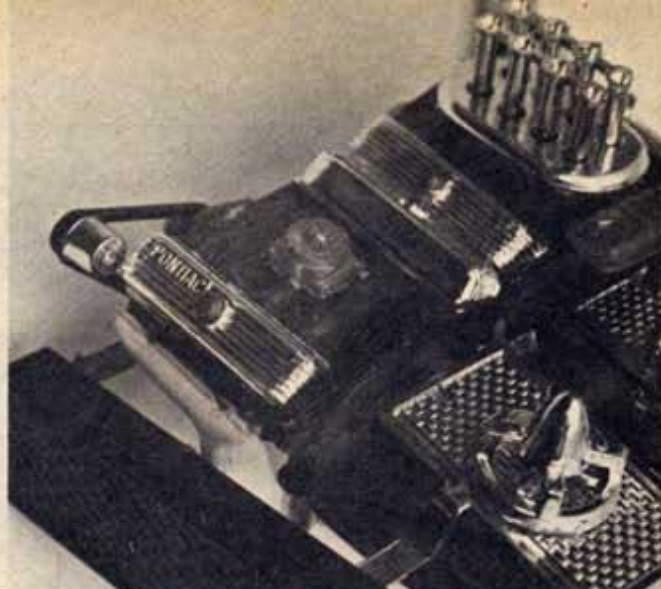
Lay each of the four cut-and-stripped wires across the notched distributor cap, with the stripped center 1/4" laid in the notches. Glue in place.



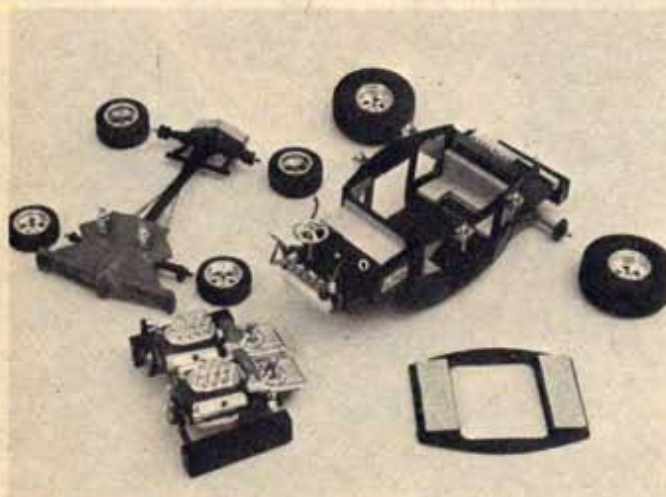
Loose ends of four wires are inserted in the "heat-drilled" holes in each of the cylinder heads. Head-end of wire can be painted white for spark plug.



Distributor cap can now be painted flat black to hide the bare metal wires that are crossed over it. A separate wire can lead from the cap center to a coil.



The engines can now be glued into their mounts and rear-mounted radiators. Air intake manifold and ram tubes, header tank and water hose are final additions.



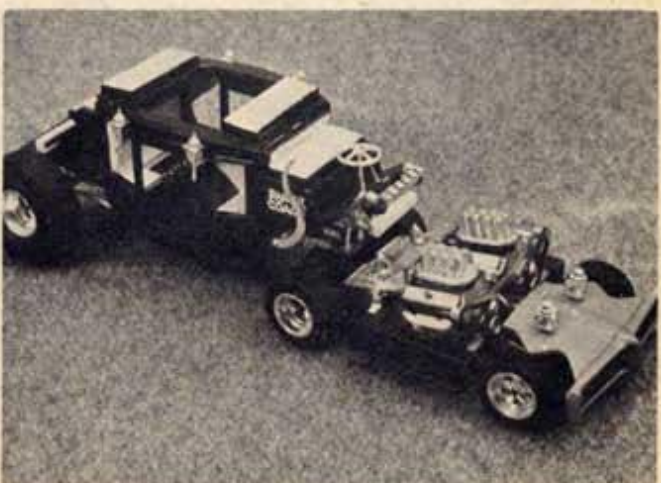
Raiders Coach should be assembled into these major pieces for painting. Full suspension, engine and interior details are included in kit.



Model duplicates full-size Raiders Coach "quarter elliptic" leaf-spring suspension and shock absorber-mounted fifth wheel connection to engine unit.



Coach unit has double keyboard organ, stereo system controls and Vox speakers and amplifiers like real Raiders.



Custom car builder George Barris used the giant semi-trailer-and-truck design concept for his rakish Raiders Coach, with "truck" controlled from "trailer."

WORLD'S LARGEST CONTEST FOR WORLD'S SMALLEST MODEL CARS

Several thousand entries are expected to be mailed in from all over the world for the 1st HO INTERNATIONAL MODEL CAR CHAMPIONSHIPS being held by Auto World in Scranton, Pennsylvania. Open to modelers everywhere, the contest has been designed so that the cars have to run, but not race against each other in competition. Trophies and awards will be awarded, not for speed but on basis of workmanship and design, with respect to the type of car the 2 or 3" long model is supposed to represent. Divisions for NASCA stockers, SCCA Can-Am and Trans-Am cars, NHRA dragsters and Funny cars, as well as Dune Buggies and customs, are just a few of the nine divisions set up to attract interest in each racing category.

Entries are arriving already, although the final judging won't take place until February 25th, 1970. Complete entry blank and information is available free by sending a stamped self-addressed envelope to AUTO WORLD HO CONTEST, Dept. MCS, Box 961, Scranton, Pennsylvania 18501.

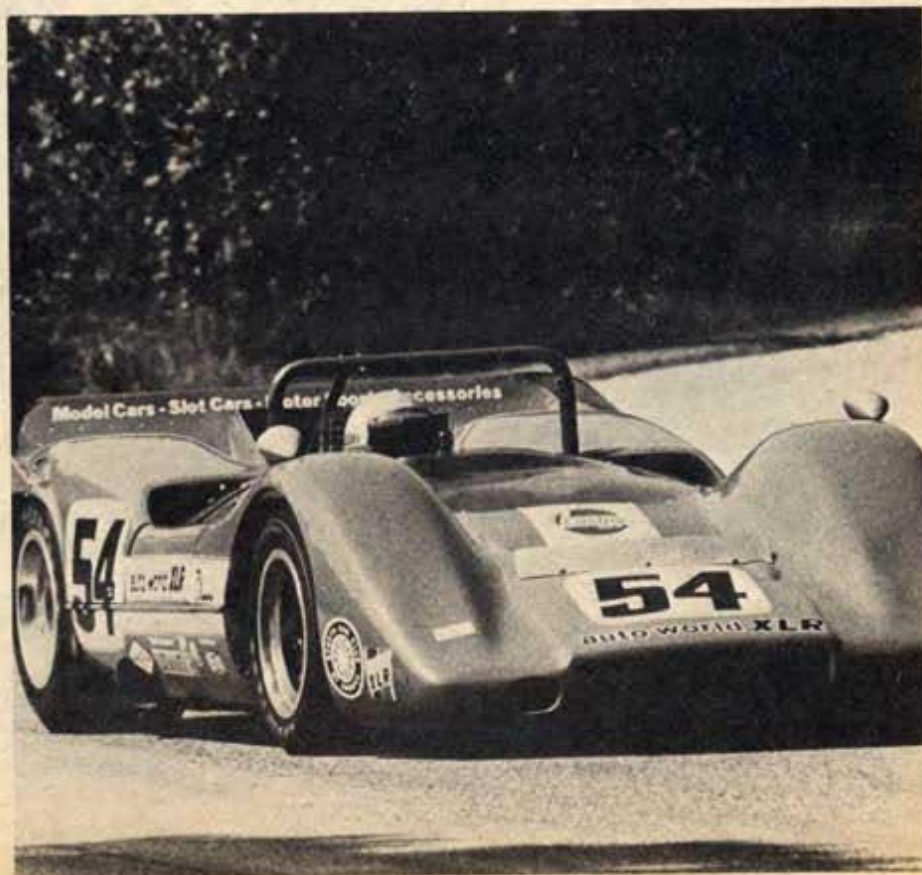


AUTO WORLD'S "XLR" DESTROYED IN GARAGE EXPLOSION

Oscar Koveleski's Auto World "XLR" Can-Am race car was destroyed when an explosion blew the garage into pieces and seriously burned and injured his mechanic, Jack Deren.

In 1969 races, Oscar and Jack had competed in nine races and one hillclimb. They won three SCCA National Sports car races at Watkins Glen, Bridgehampton and Lime Rock, Connecticut, set a new record at Giant's Despair Hillclimb and finished 7th, 11th, 12th and 8th at the International Can-Am races at Mosport, Canada, Watkins Glen, Mid-Ohio and Elkhart Lake's Road America, in Wisconsin.

Oscar reports Jack's condition is improving and plans are being made to get a new car for next years' events.

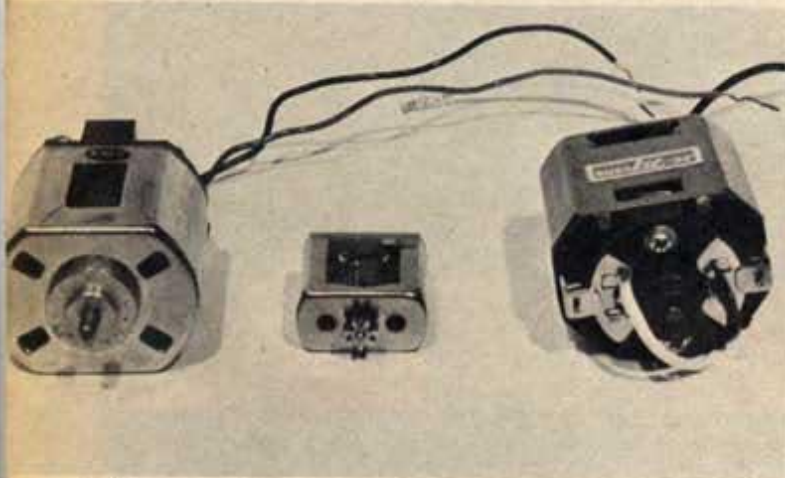


Here's the "ultimate" H.O. scale pro car! And it's Mabuchi powered, too!

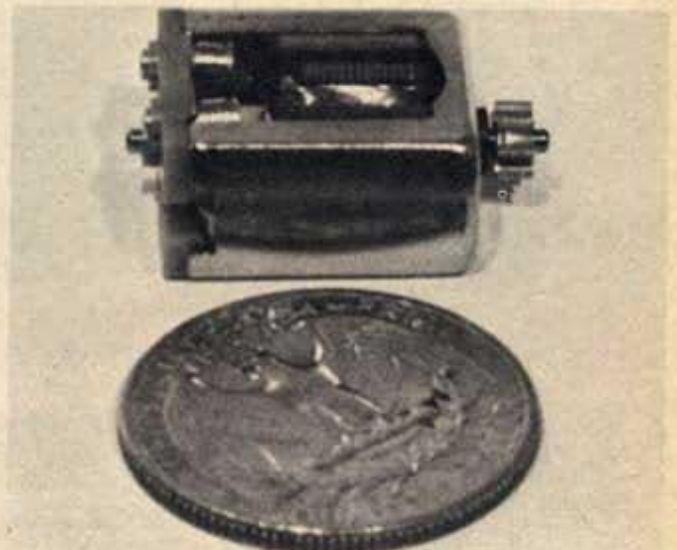
PHASE IV!

Ideal Toy Corporation has been hiding the answer to every HO racer's prayer in their Mini-Motorific series of cars and boats. There is a tiny three-volt Mabuchi "can" in every one of these "toys." (The nerve, calling it a toy.)

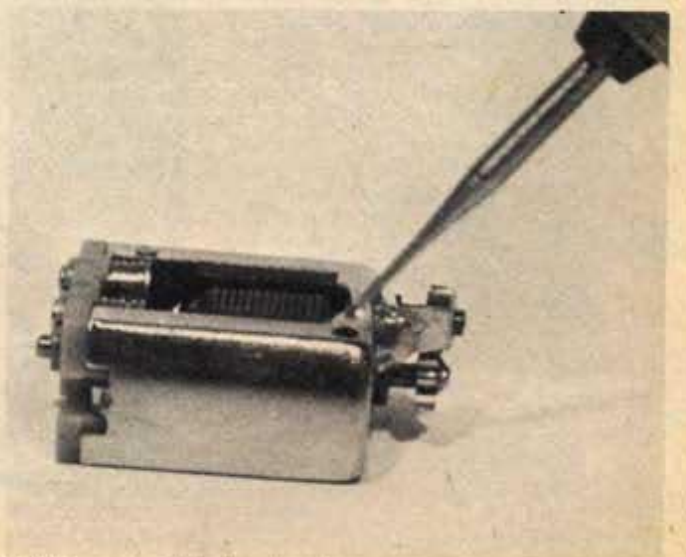
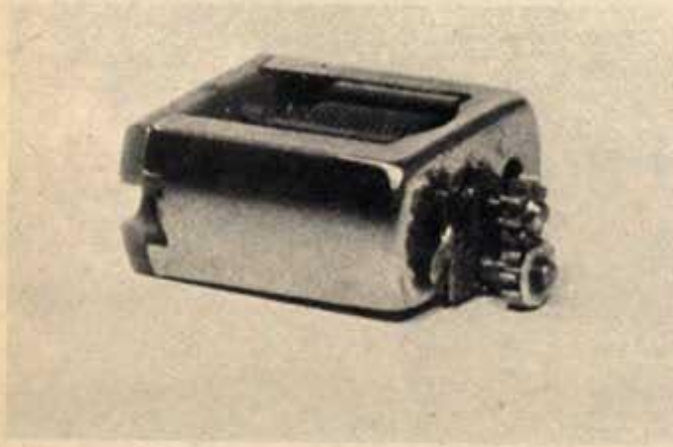
If you intend to build the Phase IV car using this motor, please use caution. I dropped mine in our deep pile carpeting and couldn't find it for fifteen minutes! Another problem encountered is the awesome speed capabilities of a Mabuchi powered HO car. Please don't use this car to practice with! Any car that is in this fine state of tune will deteriorate quickly. Save it for serious racing or defending your honor.



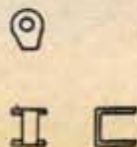
"Papa-san, Mama-san, and Baby-san." The mini-Mabuchi is all but dwarfed by a pair of 1/24 scale cans. The motor is dubbed CU-25 and can be found in any of the Mini-Motorific cars.



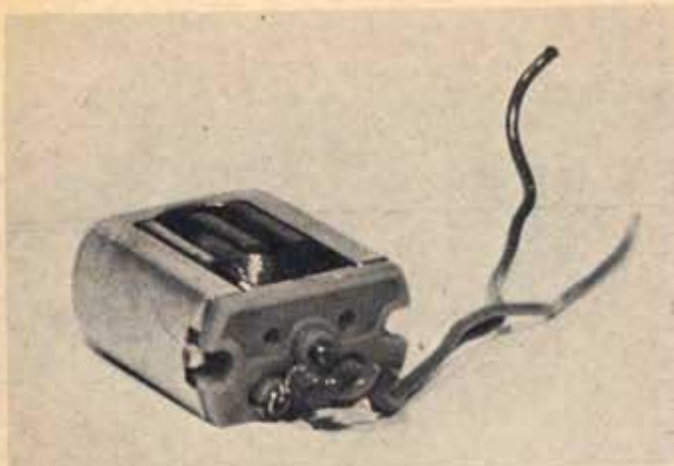
Solder Aurora's pinion gear (TJ-8318) to the shaft. Work quickly to avoid overheating the motor.



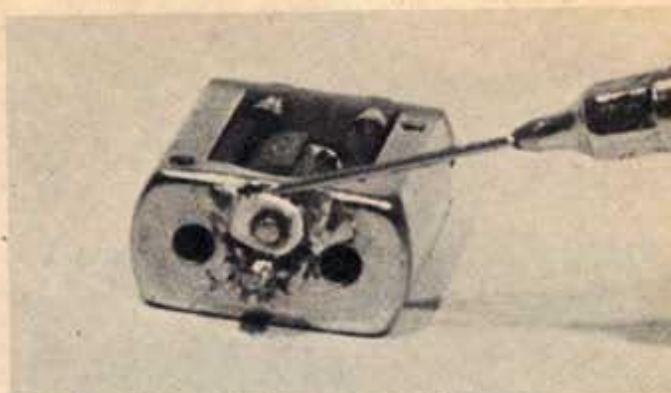
Solder the idler gear housing to the end of the motor. Check gear alignment and reposition if necessary.



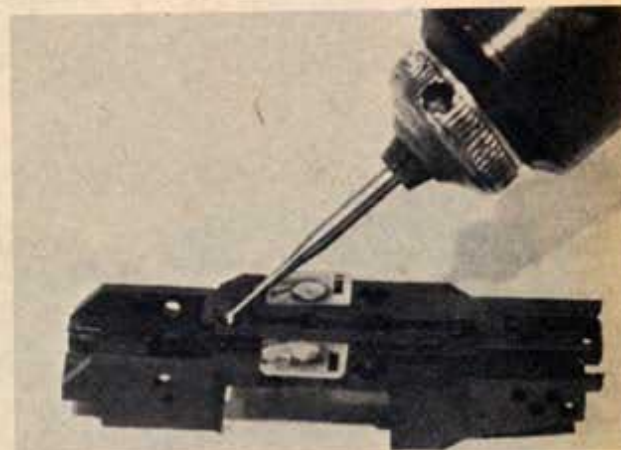
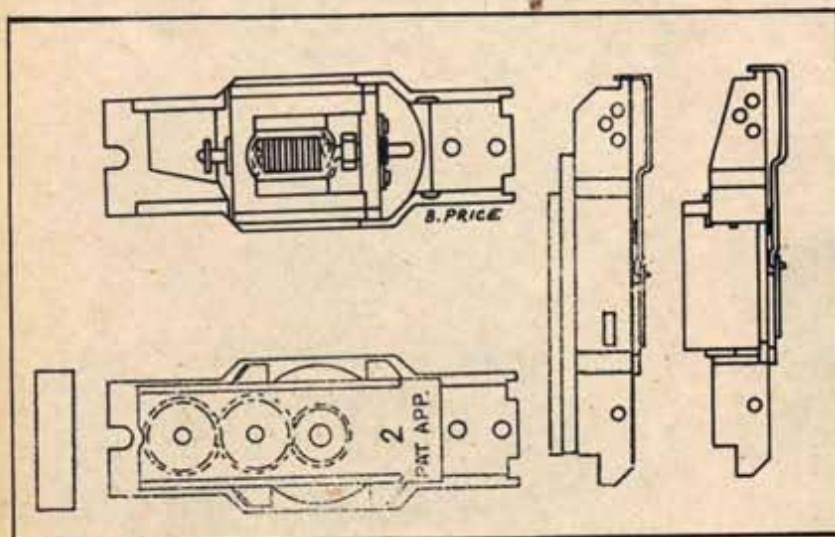
Drill two small holes in the motor case. Use an 0-80 tap to make screw threads in these holes.



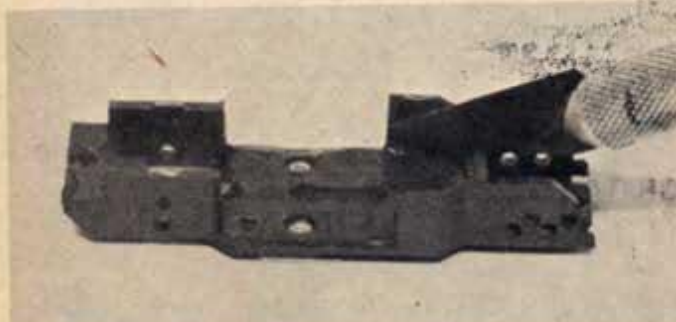
Carefully solder a pair of lead wires to the terminal posts on the endbell.



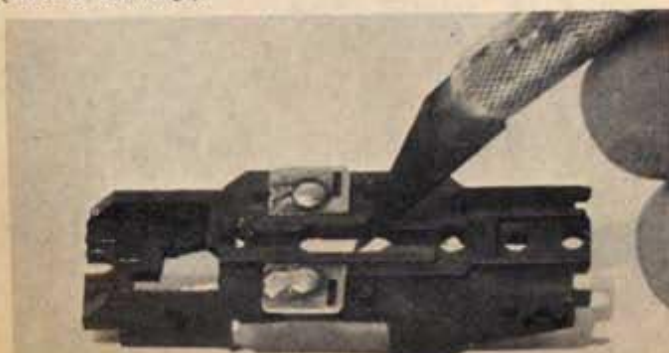
Apply one drop of oil to the gears and each of the shafts with Champion's oiling syringe. Run the motor for ten minutes on three volts to break in the gears.



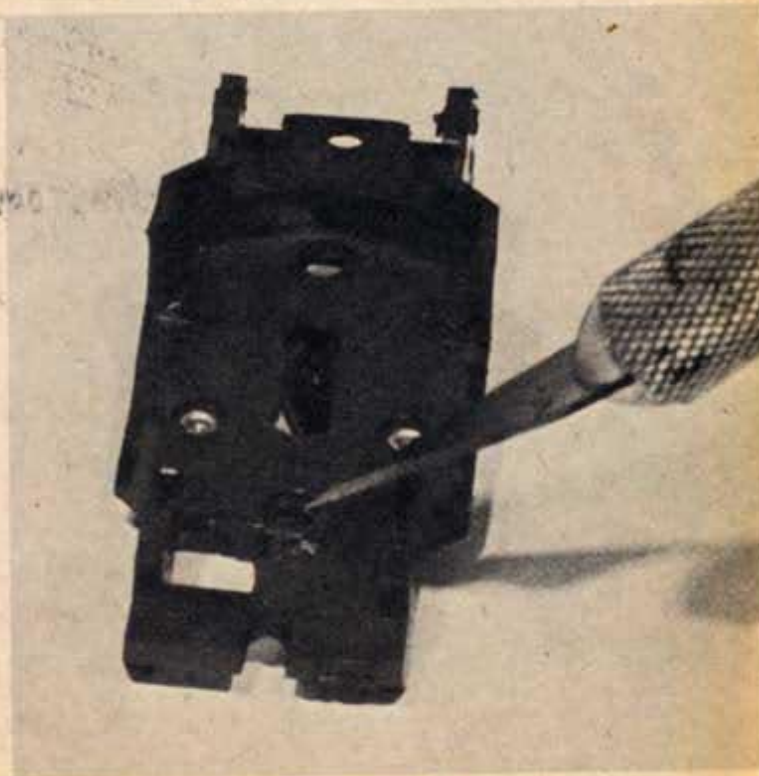
Drill out the two rivets that hold the brush springs in place and remove the springs.



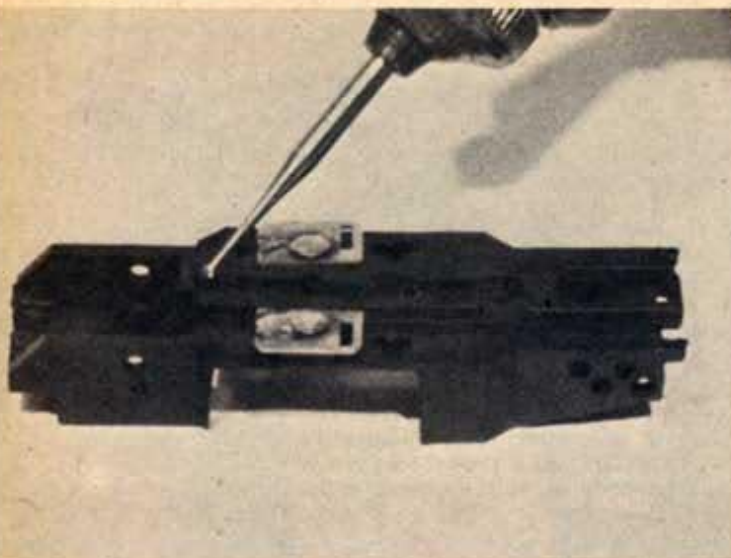
Cut away all unneeded portions of the Aurora chassis with an X-Acto knife (refer to drawings).



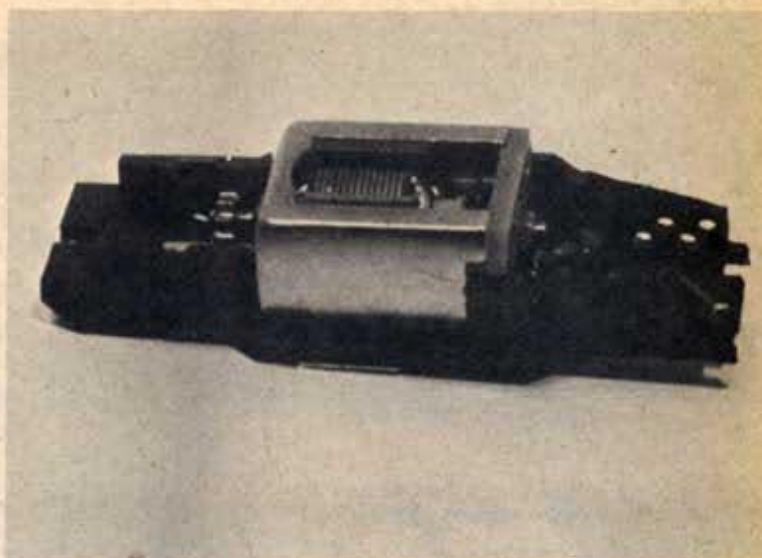
Cut the two brush holes to form one large slot for cooling the motor.



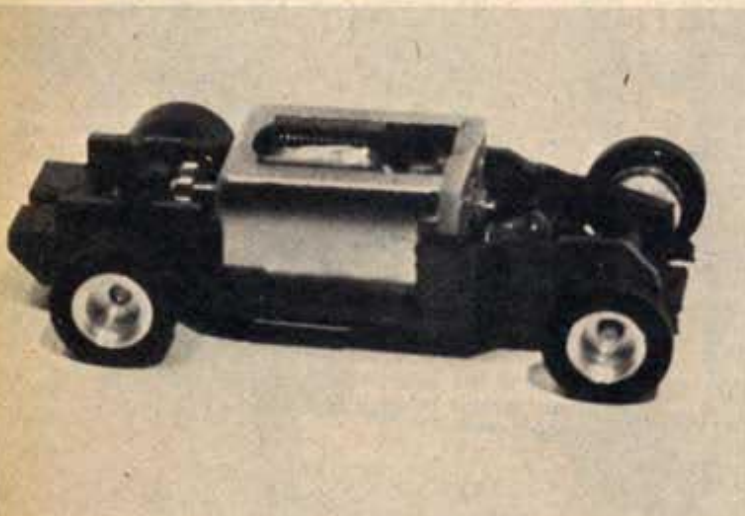
Enlarge the hole for the crown gear to clear the new gear cluster.



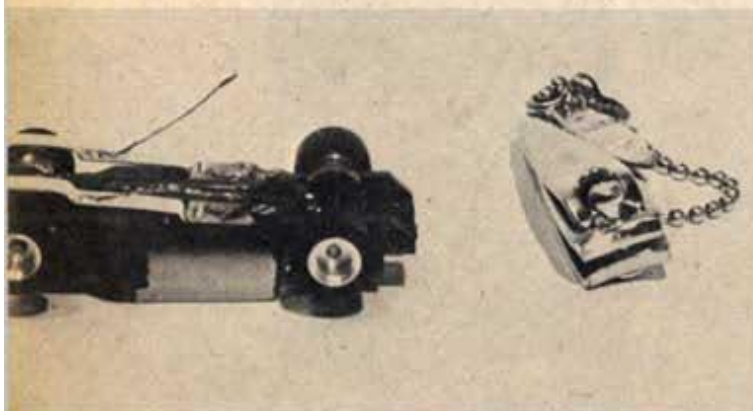
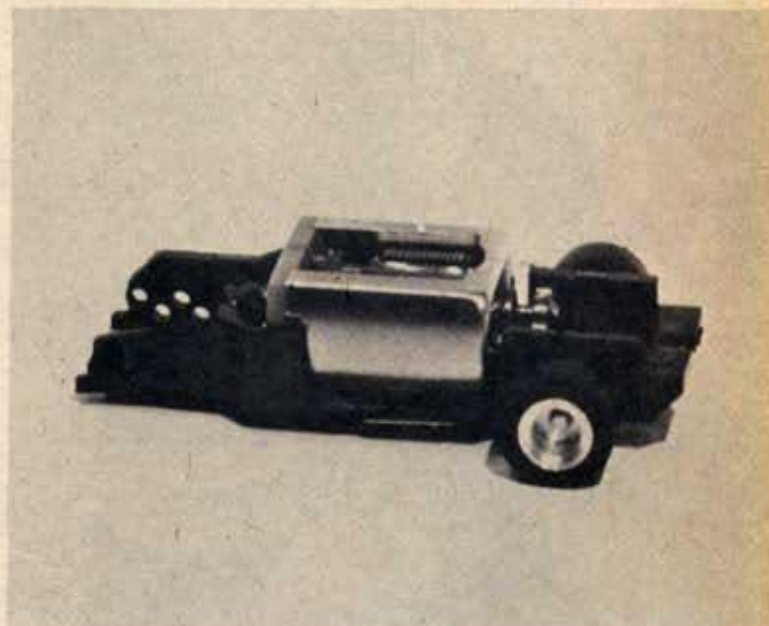
Drill two holes in the chassis to match the holes in the motor. Use the 0-80 tap to form screw threads.



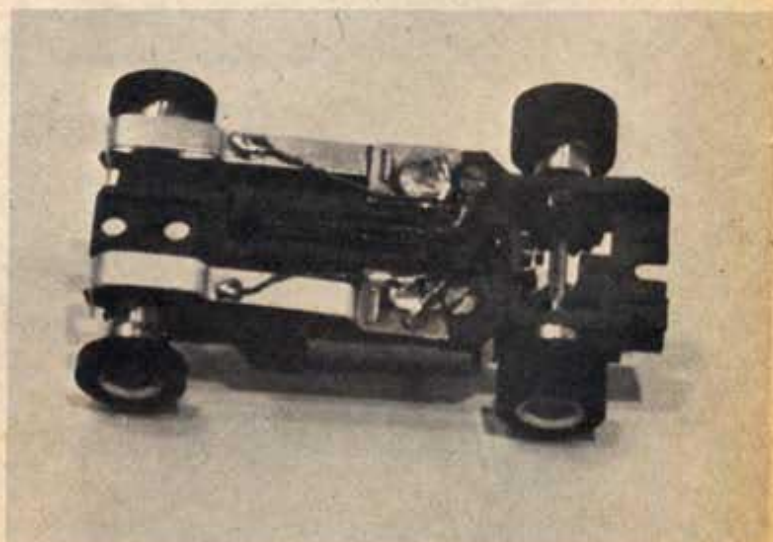
Screw the motor to the chassis. The motor should fit snugly against the front half of the chassis.



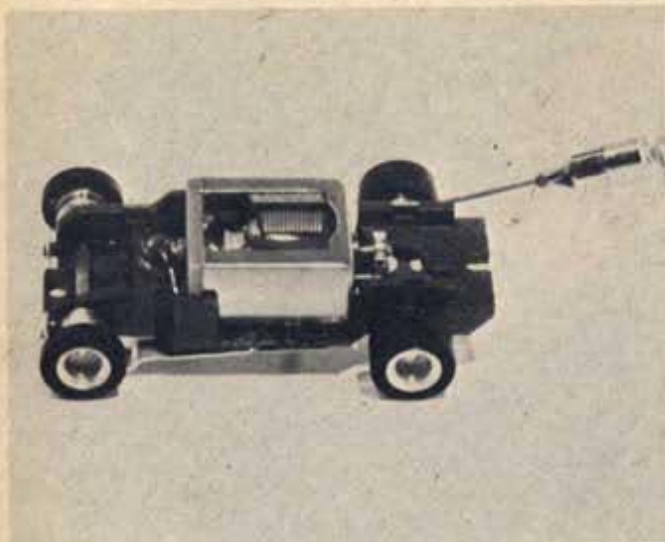
Install Champion's set-screw front wheels. Carefully adjust the spacing so that there is no more or less than $1/64$ " of play.



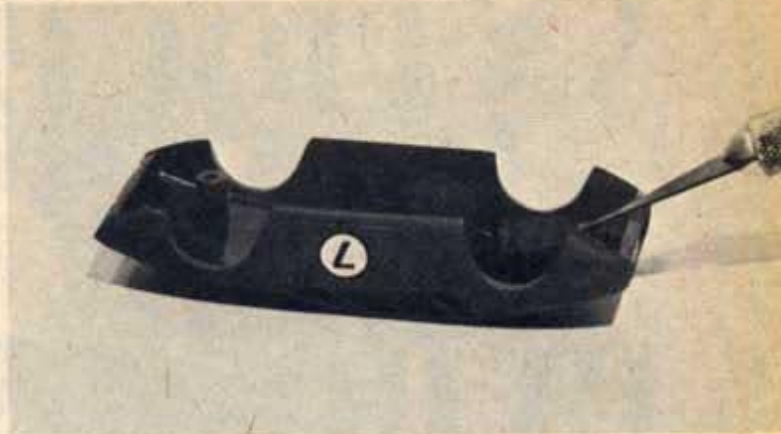
Champion's new lo-profile pick-up brushes would have been the best choice to use with the set-screw wheels, but we chose LaGanke's brushes with "Tiger Tails" to insure good conductivity. Trim the "Tails" with a pair of nail clippers so they just fit on the contact plates.



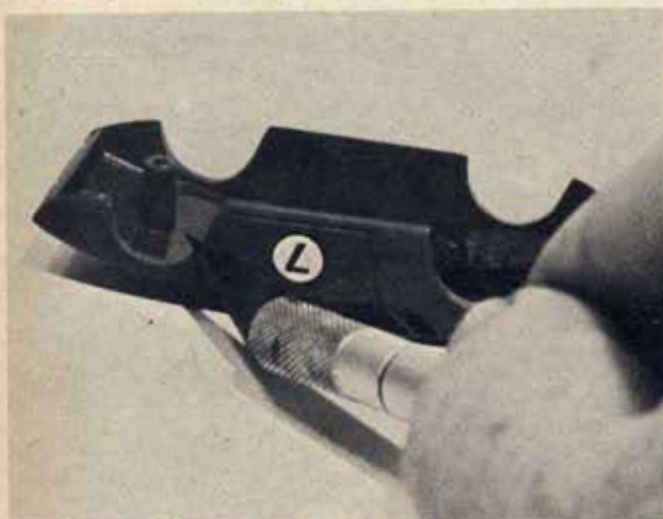
Carefully solder the "Tiger Tails" and motor leads to the Aurora contact plates.



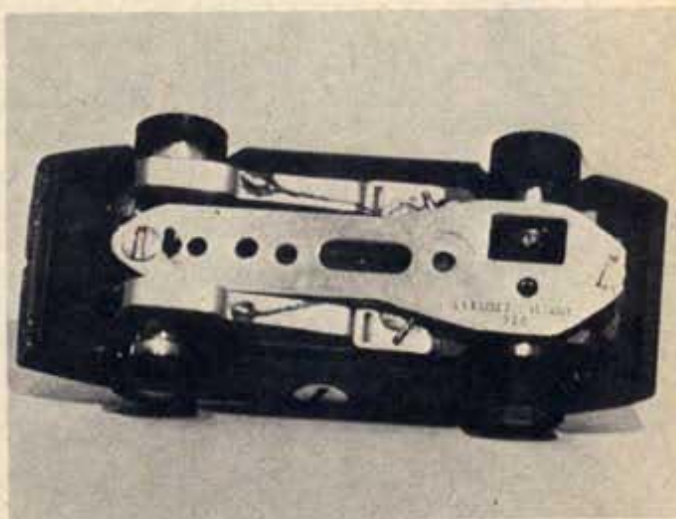
Apply one drop of oil to the front and rear axle holes and gears. Run the car on six volts for ten minutes to break everything in.



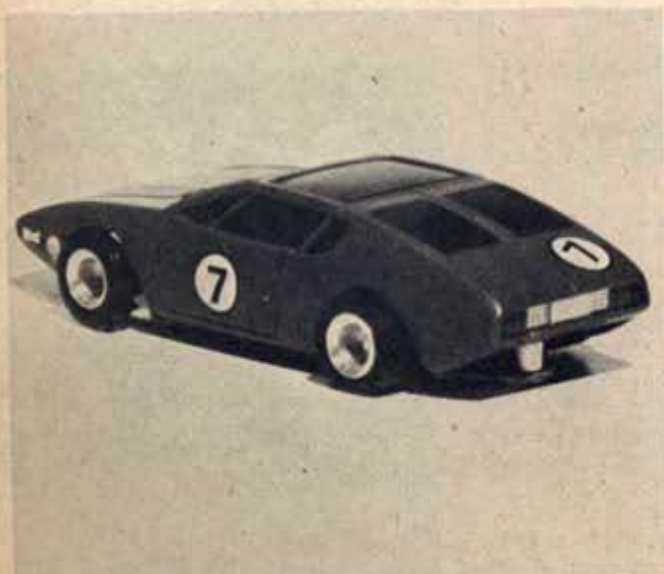
Aurora's Mangusta proved to be the best choice to fit snugly over the motor and the low, wide tires without looking awkward. Trim the body mounting posts until the windshield just touches the motor and the rear wheel wells just barely clear the wheels.



Carefully trim the wheel wells to fit the tires.



Screw the chassis and LaGanke pan to the body. What a sleeper! It looks stock from the bottom, doesn't it?



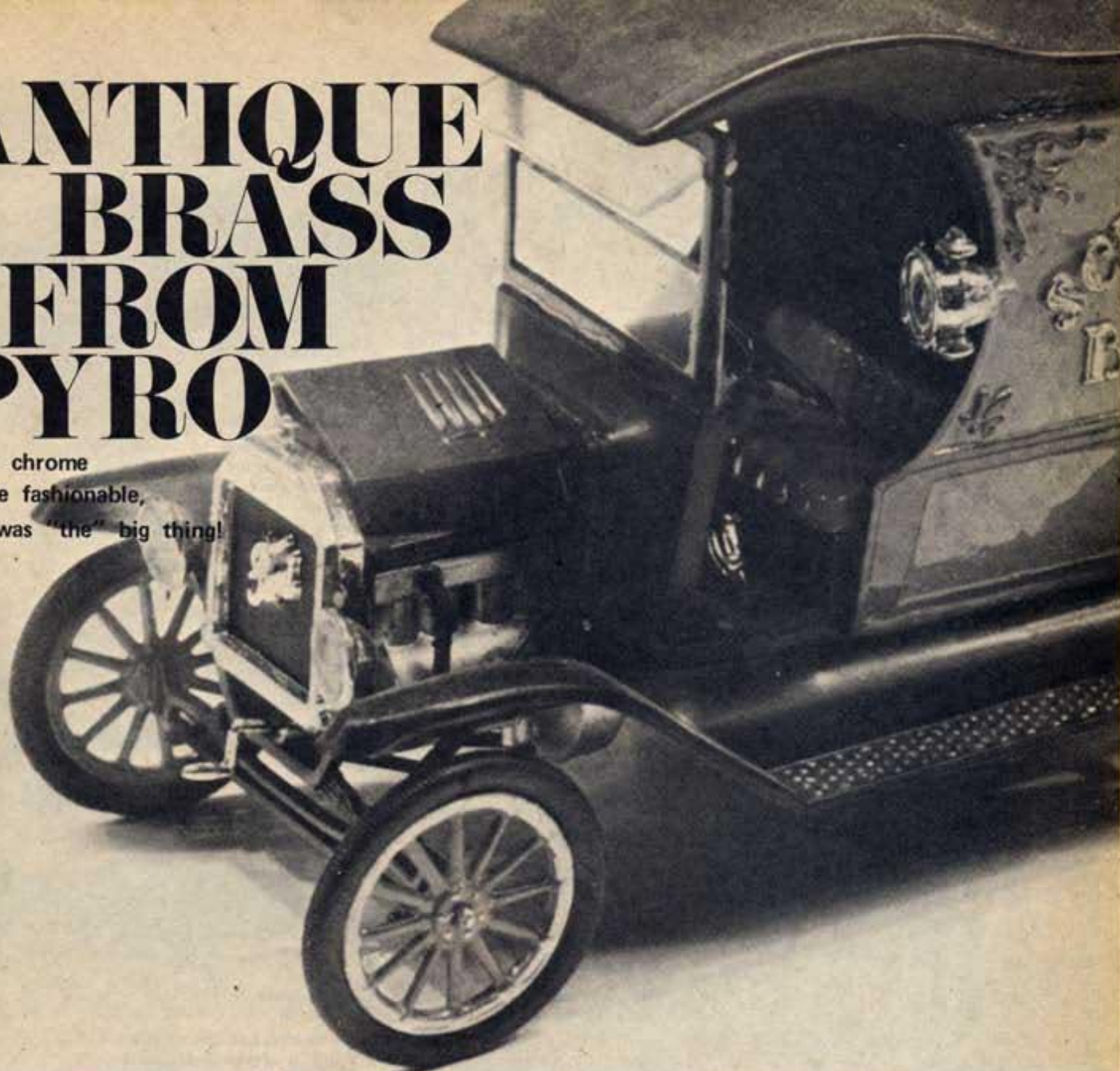
Auto-World's HO decals give the perfect finishing touch to the wildest sleeper yet!

BILL OF MATERIALS

- . Scrap piece of 1/32" thick brass plate
- . Mini-Motorific motor No. CU-25
- . Champion set screw wheels, front and rear
- . Aurora guide pin No. TJ8330
- . Aurora Chassis No. TJ8329
- . Aurora Crown gear No. TJ8322
- . Aurora pinion gears No. TJ8321 (2)
- . Aurora Pick-up springs No. TJ8314 (2)
- . LaGanke silver plated brushes with Tiger Tails (2)
- . LaGanke Brass Pan
- . Lead Wire (2 inches)
- . Aurora Mangusta Body
- . Auto World HO Decals — AW16

ANTIQUE BRASS FROM PYRO

Before chrome became fashionable, brass was "the" big thing!



Vintage and antique cars are very much a part of the full-size car scene. A few antique model kits have been offered over the years. Most of these kits were reasonably well detailed but the plated parts, if any, were done in ultra-modern chrome, hardly a fit feature for an antique car model where much of the metal should be polished brass.

Since it's just about as impossible to "paint" on a realistic brass-plated look as it is a chrome-plated look, most vintage car models lack the realism and luster of the true antiques they should appear to be.

No longer, veteran car fans! Pyro Plastic's dozen new 1/32 scale Vintage car model kits feature BRASS plated parts for every place where the real car used a brass piece. The dozen include: 1915 Ford Couplet, 1911 Stevens

1915 Ford delivery truck is a rare model in any scale. Pyro's "Pie Wagon" is a 1/32 scale model of an actual truck of the time, with raised lettering on sides.

Duryea Tourer, 1909 Lozier Briarcliff, 1911 Packard Tourer, 1914 Mercer Raceabout, 1906 Renault Towne Car, 1909 Rolls Royce Silver Ghost, 1909 Cadillac "30" Tourer, 1915 Ford Pie Wagon (Delivery Truck), 1914 Mercer Toy Tonneau, 1911 Stevens Duryea Roadster and 1906 Renault Runabout. Each kit is accurately researched and sells for \$1.25 apiece.

These plated parts from the Pyro 1915 Ford Couplet kit are typical of the assortment of correctly plated brass parts included with each car in the series.





Four of Pyro's new Vintage Brass car kits in 1/32 scale. A total of 12 cars round out the potential antique collector's model car selection.



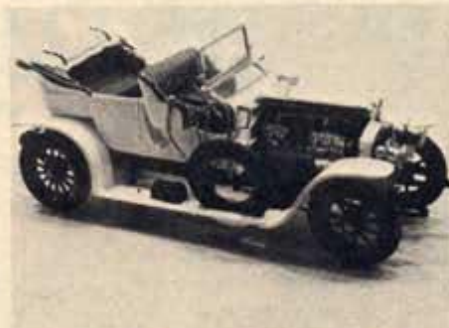
Pyro's 1914 Mercer Toy Tonneau kit in 1/32 scale carries dual spare tires and rims exactly like the real car did.



Pyro's 1906 Renault Runabout.



All twelve Pyro kits feature soft vinyl tires, full interior, chassis, and engine detail like this 1911 Stevens Duryea Roadster.



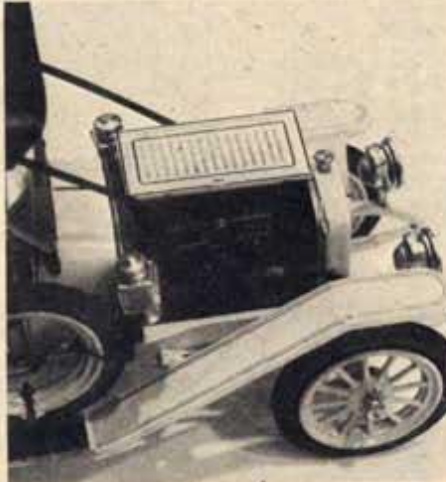
1911 Rolls Royce Silver Ghost is THE most coveted of full-size vintage cars. Pyro's model kit is only \$1.25, in 1/32 scale.

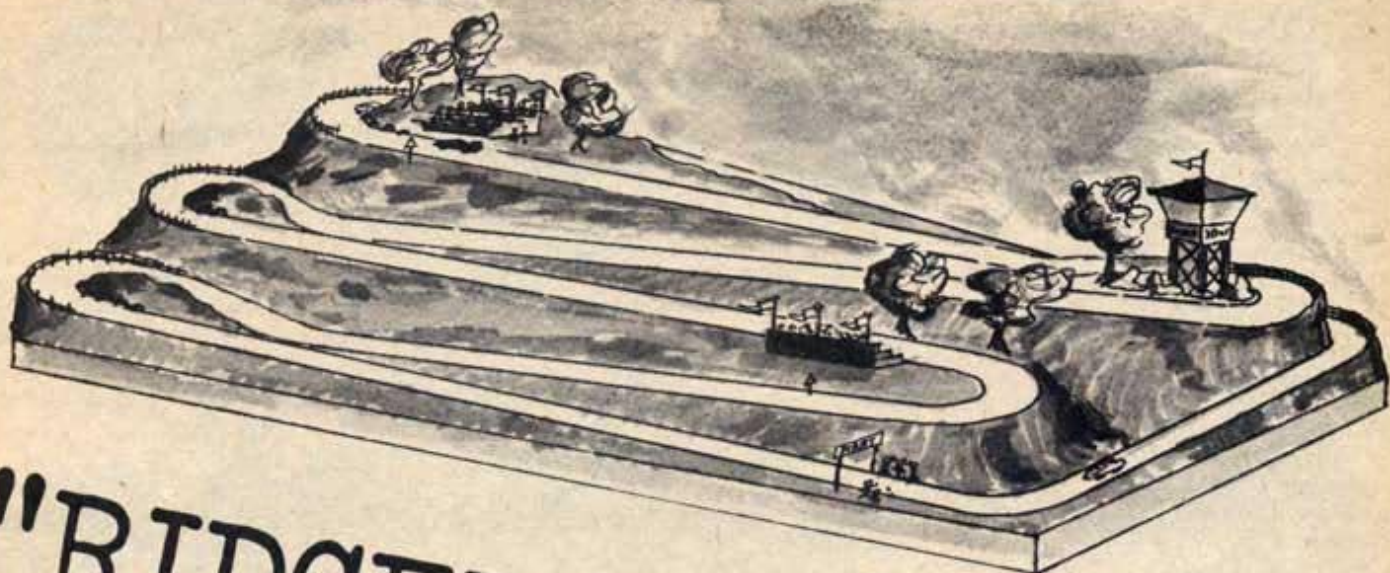


Most of the most famous vintage cars are included among Pyro's dozen kits. This, the 1909 Cadillac "30" Tourer.



Every car in the Pyro Vintage Brass series includes engine details as well as brass plated "bright" parts like those on this 1909 Lozier Briarcliff tourer.





"RIDGEROUTE RACEWAY" - PART II

Our "Super H.O. Scale Hillclimb" gets some scenery

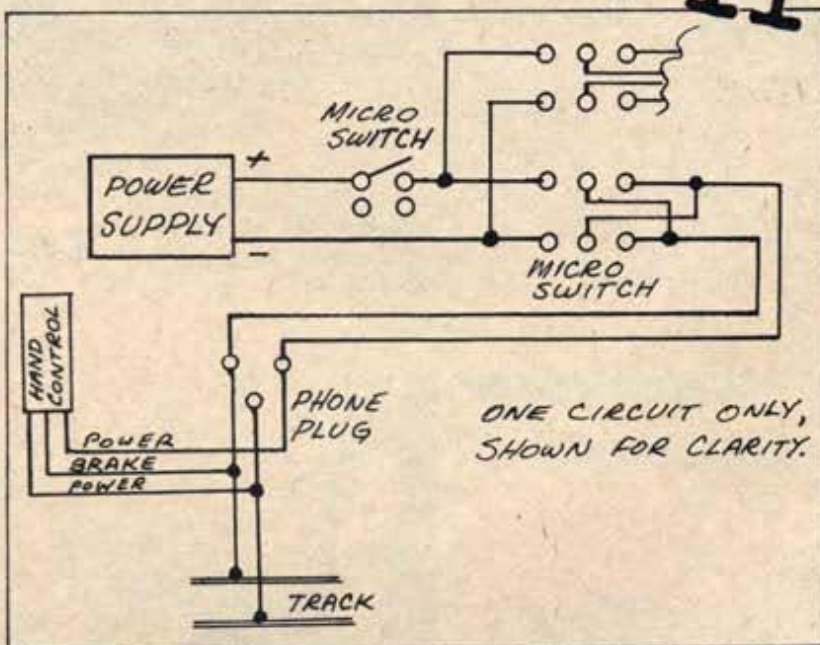
A problem that faces most people with a home layout is trying to find a place to keep it permanently. Last month we set up the track supports and laid the track, but we had to find a permanent location before we could wire it or set up the scenery.

A heavy chain and hooks support the track from garage rafters for us. This was our most logical choice of locations since the house is full of furniture and other such useless items. We set up our track to barely clear the hood of my Corvette. We thought of using folding legs, but it meant leaving the 'Vette to the mercy of car-nappers. Besides, the legs are much more expensive than the chain. You could, of course, use this method to hang the track anywhere you wish.

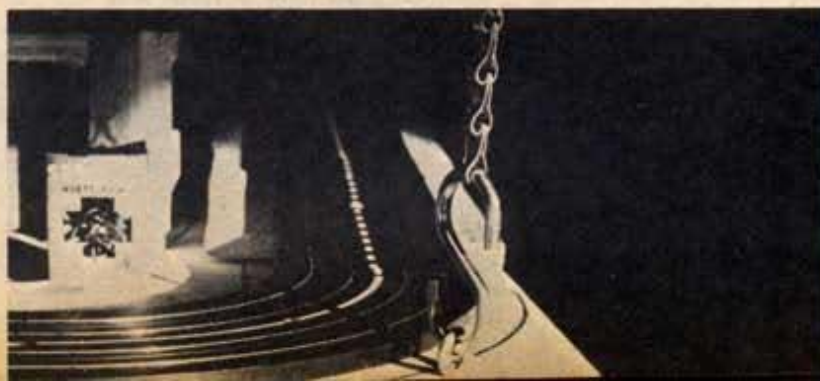
The methods we're using should be all too familiar to old railroad buffs. In fact, there are several railroad books that deal with scenery construction.

All in all, "Ridgeroute" should be a most exciting track to drive and look at.

By "Brick" Price



Drill a 1/4" diameter hole in each corner of the layout. Slip an eye bolt through each of the holes and use large washers and nuts to hold them in place. A 3/16" diameter "S" hook slipped through the eye and the chain in each corner will support the track easily.

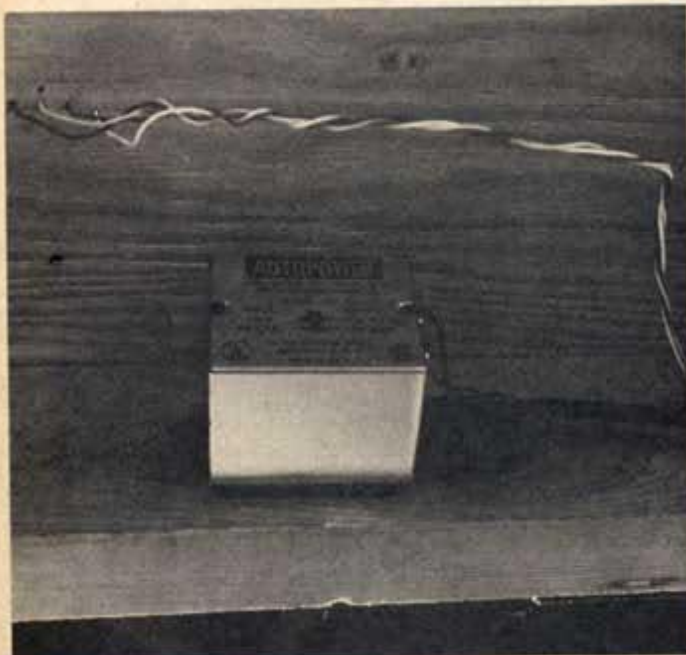
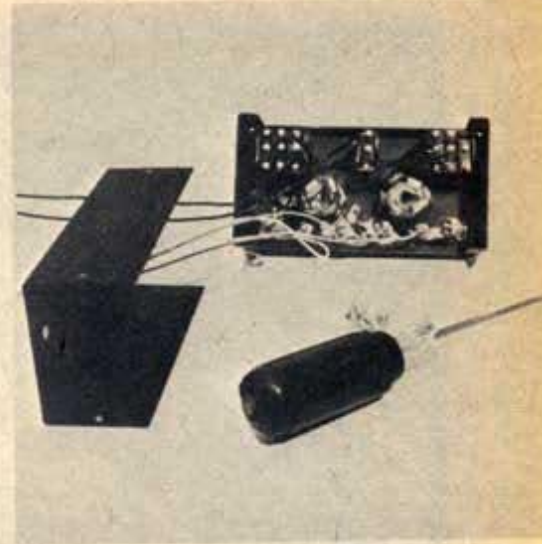




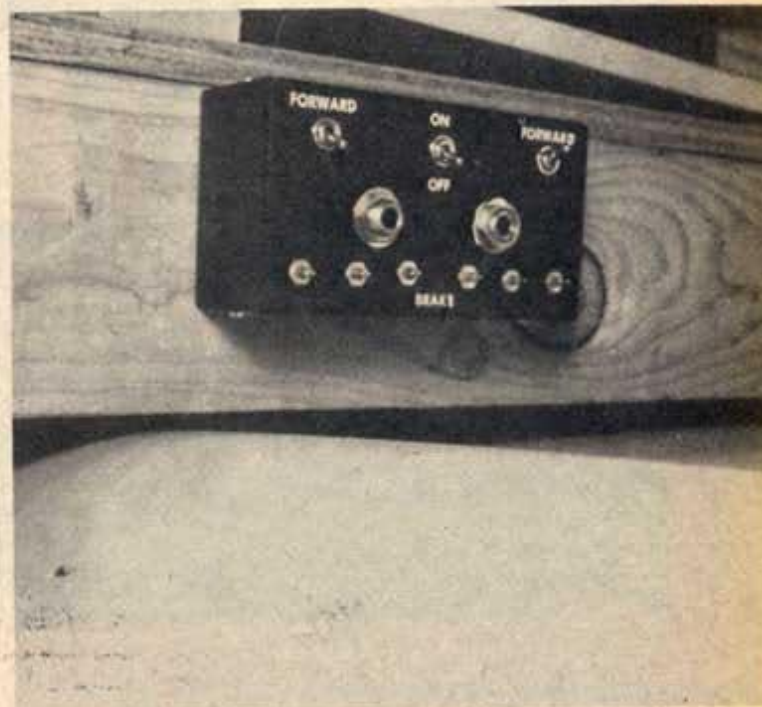
An eye bolt with wood screw threads can be used to hang the track from the rafters. Drill a pilot hole for the eyebolt that is slightly smaller than its shaft to prevent the wood from splitting.



With the track hung we can concentrate on supplying power to it. Refer to the schematic and photo for building this neat and compact control panel.



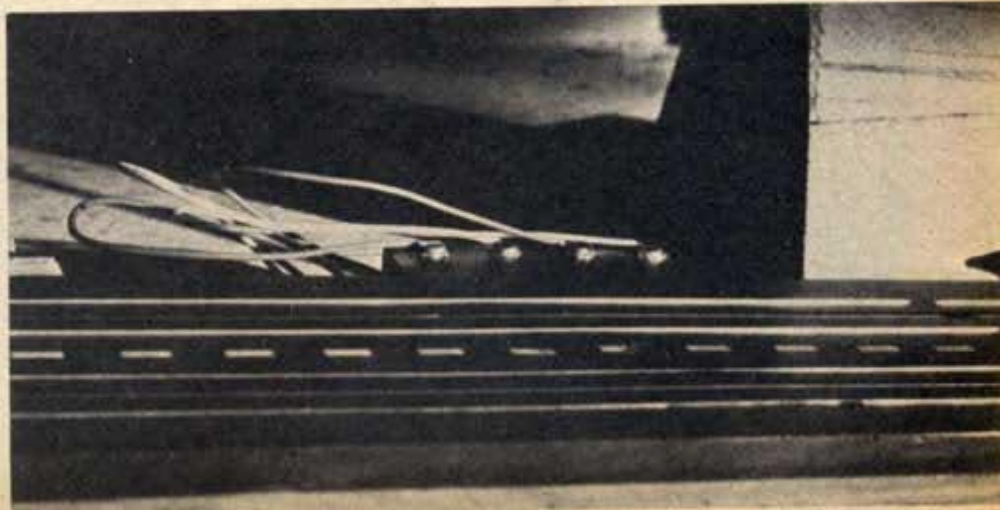
Wood screws were used to secure the power pack under the table. Drill a hole through the table to run the wires from the control panel and track.

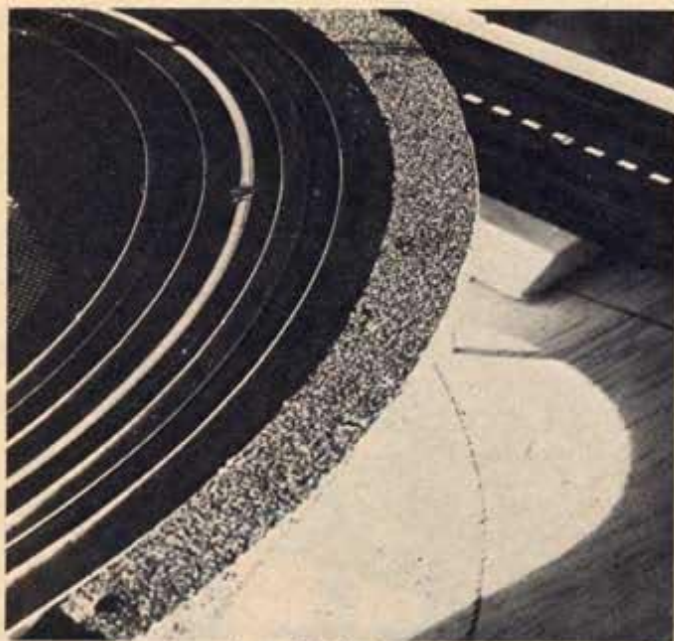


Hook up the track to the control box as shown in the schematic drawing.

PARTS LIST

- 1-metal box 3" x 4" x 2"
- 4-No. 4 metal screws
- 2-3 conductor phone plug jacks
- 2-DPDT micro-switches (toggle)
- 1-SPDT micro-switch (toggle)
- 6-terminal posts
- 12 ft. 26 gauge wire, Teflon coated
- 12 ft. 48" wide window screening
- 5 lbs Perma-Scene
- As required, 110 lb. test chain
- 8-"S" hooks
- 4-each eyebolts, nuts and washers
- 4-eyebolts with woodscrew ends
- 2 lbs of 1/4" staples
- Scrap Fiberboard
- 2 sheets of HO scale concrete blocks





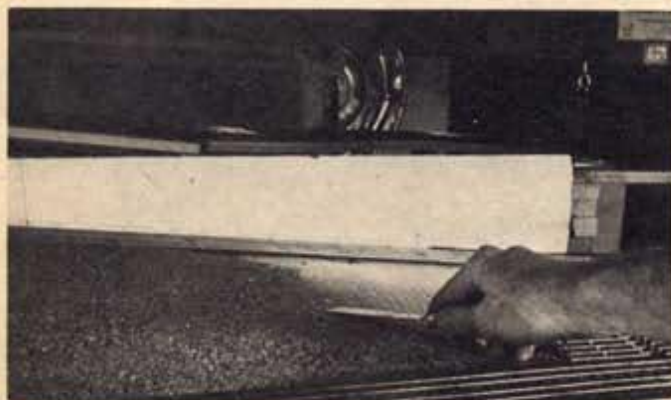
Glue strips of cork roadbed to the outside of each curve and approximately nine inches into the next straight. We found the cork to be superior to speed curves because of its texture.



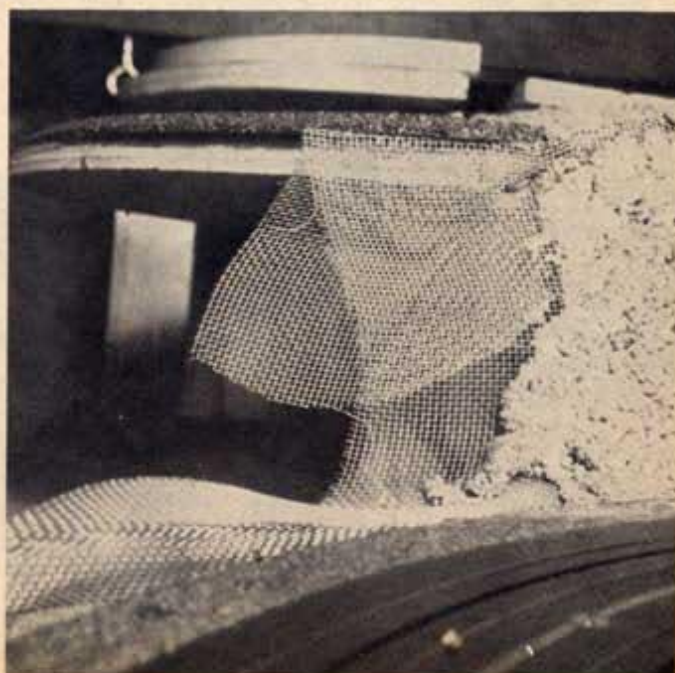
Cut the screen to the rough shape of the area to be covered. Wad it up to form the uneven texture of ground.



Nail down one edge of the screen and stuff newspapers under it to act as a support. Nail down the opposite edge once the papers are in place.



Fill a pail with Perma-Scene and stir in water until it forms a paste. Allow the mixture to sit for fifteen minutes before applying it. Use a spatula to spread the Perma-Scene and work it into the screen.

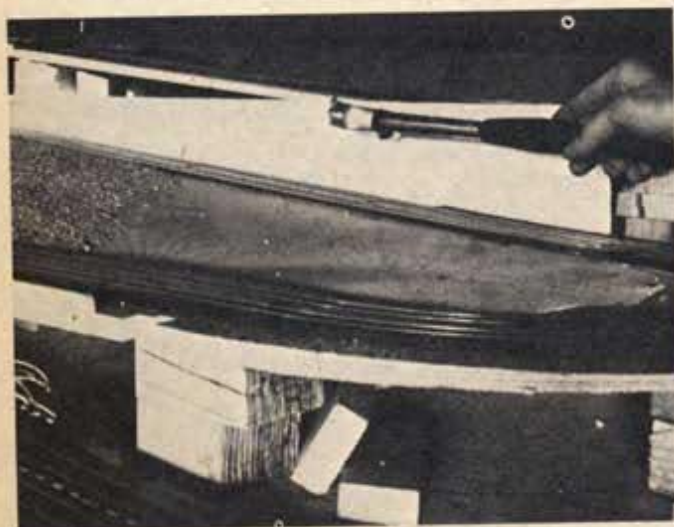




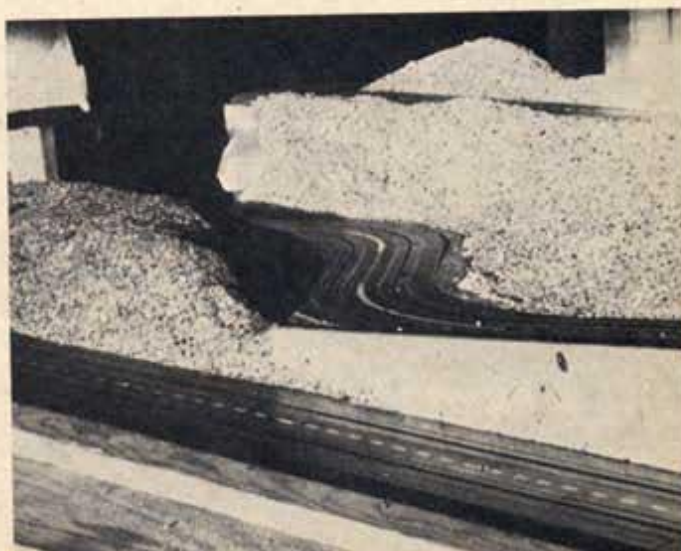
Use a spatula to create a smooth and even transition between the scenery and track. It looks unnatural to have the track raised above the ground level.



HO scale embossed concrete blocks were used to build the retaining walls between adjacent tracks.



We used plain 1/8" fiberboard on the background walls rather than waste the expensive embossed blocks where they wouldn't be seen.

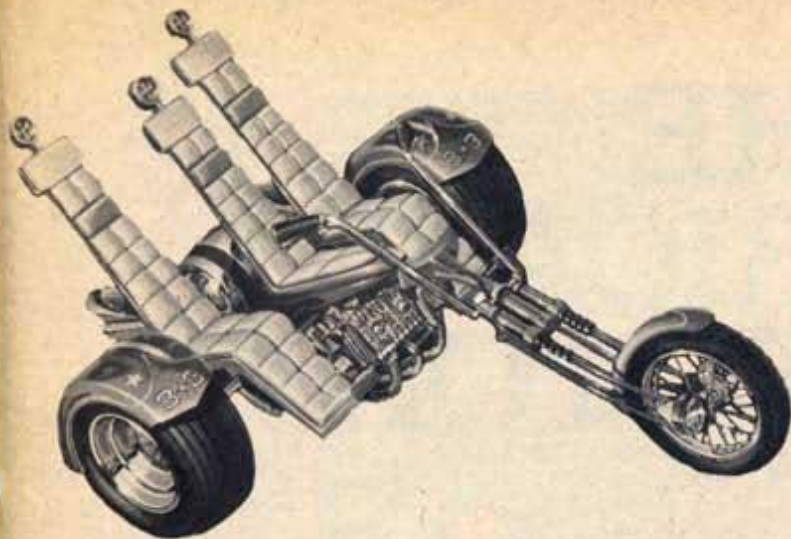


The scenery will be finished next month but the track is finished and can be used for racing now.

WINNER!



1970 FORD ECONOLINE CHATEAU CLUB WAGON IN SUPER SIZE 1/20 SCALE! The one you've been asking and asking and asking for! The one that's super, super detailed. Like opening side and rear doors; stock, race pit and ambulance versions; opening side windows; A-frame with moving dolly; 3 bench seats and 2 bucket seats; super detail engine with separate pistons, camshaft and crankshaft; complete ambulance interior including litter and folding bench seat; engine stand, tools, and on and on and on and on and on! In one word: **WINNER!**



ZINGER!

3 + 3 CHOPPER IN BIG 1/12 SCALE! Harry Bradley has designed the chopper of all choppers! Three seats . . . three wheels! Plus the wild Kawasaki three cylinder engine! Plus aircraft-type rear tires. Plus soft thermo plastic seats. Plus steerable front wheel. Plus the most advanced styling on three wheels ever! In one word: ZINGER!

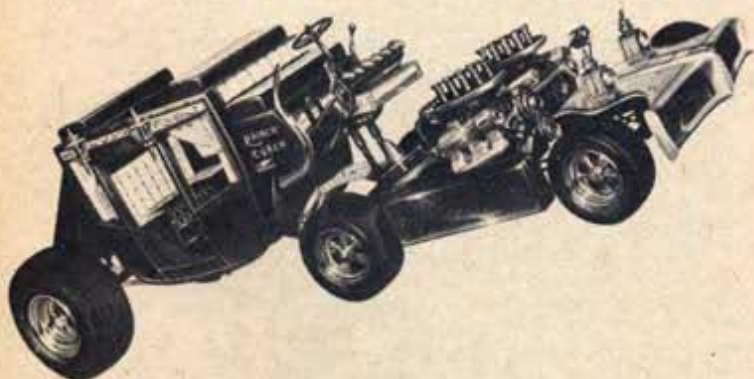
POPPER!

THE POP CORN WAGON IN SUPER SIZE 1/20 SCALE! Carl Casper's great new show stopper! The wildest he's ever done! And it's all in the kit! Brass-plated parts. Chrome plated parts. A double-blown 426 Hemi engine. Opening rear window. The authentic antique pop corn popper. Giant slicks. Custom parts from front to rear. Super detailed super-chassis! In one word: POPPER!

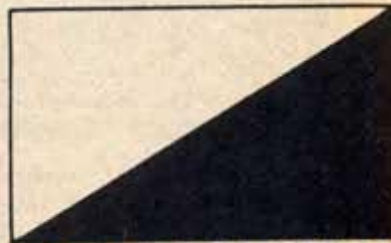


SWINGER!

RAIDERS COACH IN 1/25 SCALE! George Barris has done it like never ever before! Get this: Built for Paul Revere and the Raiders, this hummer has two GTO engines up front supplying all the horses, more stacks than a factory, a stage coach body, six tires with giant mudders at the rear, GTO front section, amplifiers and scale figures of the Raiders! In one word: SWINGER!



MORE FROM MPC: TWO NEW PEDAL BIKE KITS . . . THE BOSS BIKE AND THE ICE CYCLE. HARRELLS' CAMERO FUNNY CAR. "OHIO" GEORGE MONTGOMERY'S MR. GASKET. DON GARLITS' WYNNS CHARGER. "THEN CAME BRONSON" MOTORCYCLE. JOLLY RODGER SHOW CAR. SHALAKO GT DUNE BUGGY. AND MORE TO COME.



THE ONE WORD IN MODEL KITS!

MODEL PRODUCTS CORPORATION, MOUNT CLEMENS, MICHIGAN 48043

THE AMERICAN COLLECTOR

By David Sinclair

Italy probably leads the world in the number of die-cast car manufacturers, if perhaps not in volume, as compared to Britain's Corgi, Dinky and Lesney. In previous months I have devoted a good deal of space to the products of the Italian firms as well as the French and West German companies.

This month I would like to talk about Tekno, that excellent die-cast firm in Copenhagen, Denmark. While Tekno doesn't release many models each year, when they do introduce a new one you can depend on its quality being superb.

An exclusive with Tekno is found in three of their cars which are not only good die-cast models but interesting puzzles as well! Their Mercedes 230 SL with top up or down features doors, hood and trunk that open, detailed engines, spare wheel and seats that not only have folding backs but sliding adjustment back and forth just like the actual car. But here's the difference between these models and some of Solido's and Politoy's which can be taken apart with a regular or a Phillips head screwdriver: On the bottom of the Tekno Mercedes you'll find a little hole. Pushing the tip of a ball point into the hole unlocks a device which allows you to remove the bumpers, and then the whole car comes apart in some 15 pieces. Assembly is not exactly child's play, for you even have little springs to contend with. But it's a lot of fun. Their Mustang convertible and Monza GT work very similarly.

Many collectors love buses. Tekno recently released a beauty. This is an 8-3/4" Scania Vabis city transit bus with two-tone paint job. It has the new rectangular head lights now gaining favor in Europe and both front and mid-section double doors fold open realistically. The windshield is curved and the rear engine compartment door opens, revealing a big bus-type engine. But the best is inside. Every one of the 34 seats is detailed as is the driver at the wheel. In the roof are three clear "glass" ports and the route number appears in little boxes on the front, right side and rear. All this and "prestissimo" steering too!

For truck collectors — at last — a



TEKNO MERCEDES 230 SL

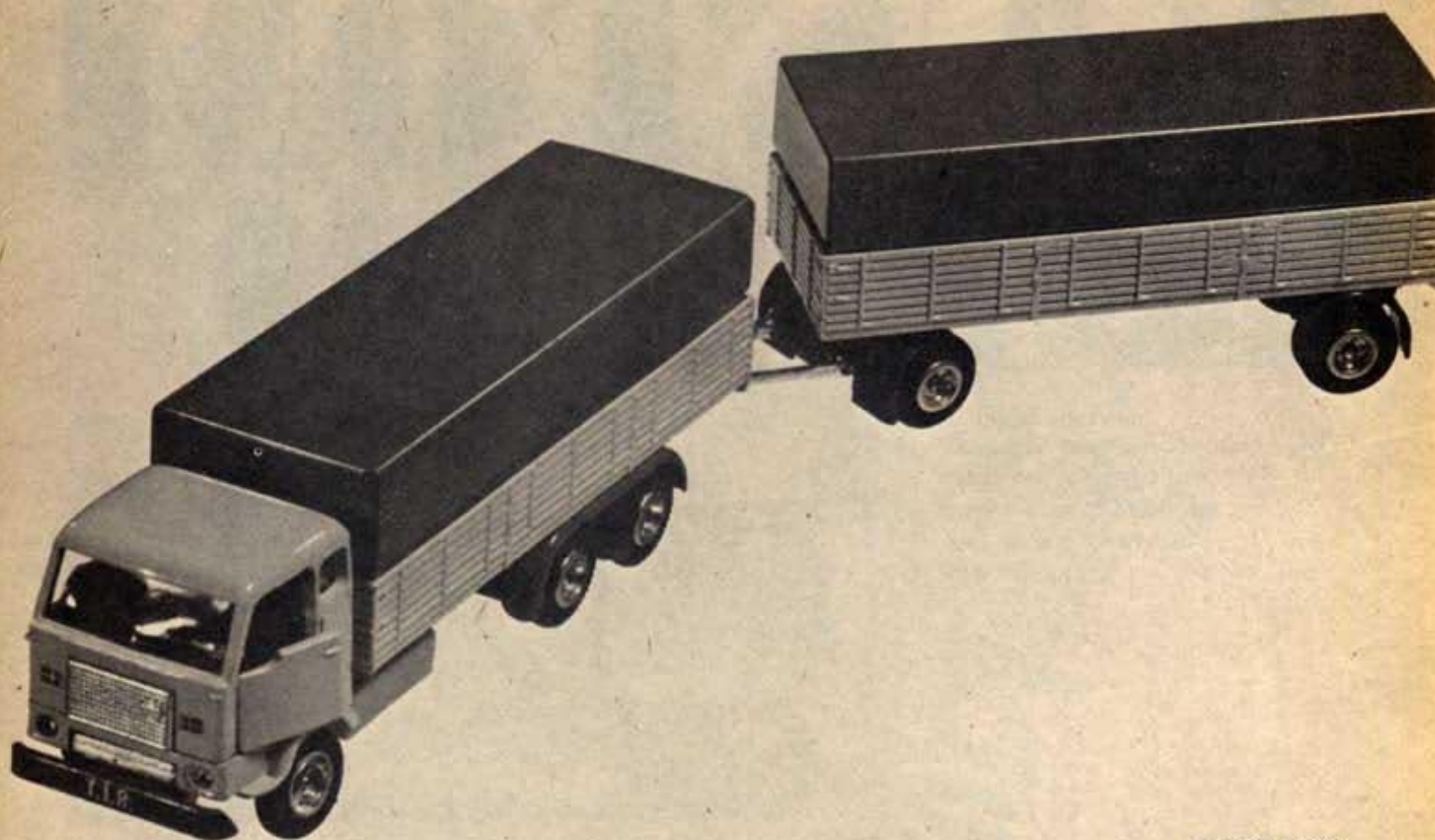
RATINGS OF DIE-CASTS REVIEWED IN THIS ISSUE

- **** Mercedes 230 SL (Tekno No. 928-929)
- **** Mustang Convertible (Tekno No. 833)
- *** Monza GT (Tekno No. 930)
- ***** Scania Transit Bus (Tekno No. 851)
- **** Volvo Truck and Trailer (Tekno No. 425/52)
- ** VW "Shell Oil" Trailer (Tekno No. 406)
- *** Volvo "Shell Oil" Trailer (Tekno No. 434)
- **** Ford D-800 Dump Truck (Tekno No. 914)
- **** Ford D-800 Stake Truck (Tekno No. 915)

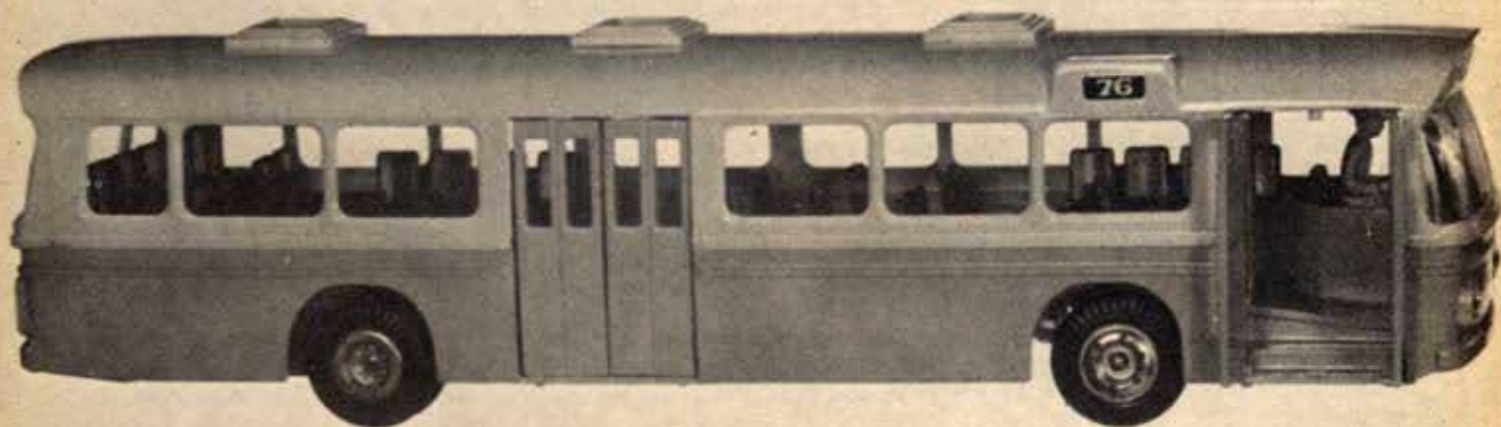
big transport truck with trailer. Together they are 13-1/4" long. The truck is a Volvo FB88. Doors open on the sleeper cab and the interior is fully detailed including the bunk. The cab tilts and there's the engine, "Presto" steering, ten wheels on the truck, eight on the matching trailer which is detachable and articulated. Canopies on both the truck and the trailer are removable.

Other Tekno trucks of interest are their Ford D800 tilt cabs with dump or stake bodies, Volvo, "Shell Oil" tanker and VW "Shell Oil" pickup truck.

As I did last month, I want to urge you to subscribe to the new monthly newspaper for die-cast miniature collectors, *Miniature Car Collector*. If you're serious about collecting, you'll want to subscribe to this fine newspaper. The cost is \$6.00 per year for 12 issues, or \$11.00 for two years (24 issues), \$15.00 for three years (36 issues). Send a check or money order, plus your full name and address (don't forget the zip code) to: Pacific Publishing Group, P.O. Box 1821, Thousand Oaks, California 91360.



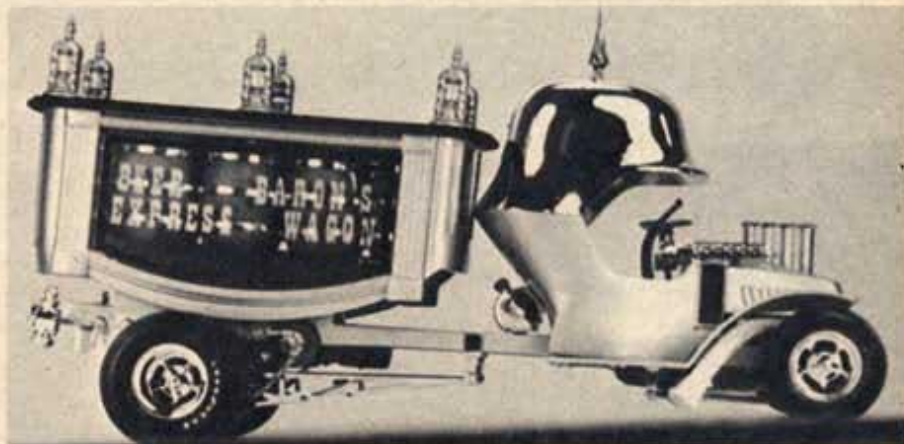
VOLVO FB88



SCANIA VABIS CITY TRANSIT BUS

KUSTOM KOMBO

Wanna build a
"Beer Baron Express Wagon?"
You say there's no such
animal? You're right!
So we'll make one,
out of three Monogram kits!



By Dennis Doty

Monogram Models has a line of way-out fun models. All of them (except the Uncertain 'T') were designed by Tom Daniel, the world's wildest car designer. Even though these designs are so far-out, they can still be customized further. And by combining several wild car models into one wild concoction, the ultimate is brought a little nearer.

The design shown here is a brain child of Roger Harney and model shop personnel of Monogram models, and in my opinion there is only one thing wrong with it, it's not my idea!

It is a little expensive to duplicate this article, as three basic kits are needed — a Monogram Beer Wagon, a Monogram Red Baron, and a Monogram Boot Hill Express. Three kits, a small price to pay for such a wild model.

Several straight cuts are required throughout the article. It is easier to first draw the part outline on the plastic sheet, then use a straight ruler as a guide for cutting the piece out. The plastic should rest flat on your work area. Place the ruler near the line to be cut (so when the piece is cut out, the finished dimensions will be correct), this is to make allowances for the width of the cut. Start the cut by placing the tip of the razor saw on the work and start a cutting motion (back

and forth, using just the very tip of the saw to do the first cuts). Keep cutting like this until you cut through the plastic (or until the cut is deep enough so the ruler is unnecessary). You should end up with a very straight cut.

Find the center line of the top by measuring with a file card, stretched around the lower portion of the top. Measure the length of the top from one door opening to the other; mark half this length on the file card and transfer this mark to the top, still using the file card. Draw a guide line in pencil; it will be faint, but you can see it.

Lay out a window design on a piece of masking tape. Don't actually draw a window design, just mark on the tape where to drill holes for the corners of the window. Apply the tape to the top, making sure the window is centered when it is cut out.

The size drill you use to drill the corner holes is not important. The larger the drill, the larger the corner curve.

Keep the tape on the top while filing, not only as a guide but to protect the chrome should the file slip. With the tape removed, you should have a perfect window, and a chrome top.

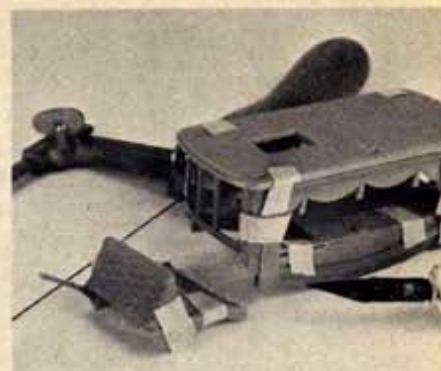
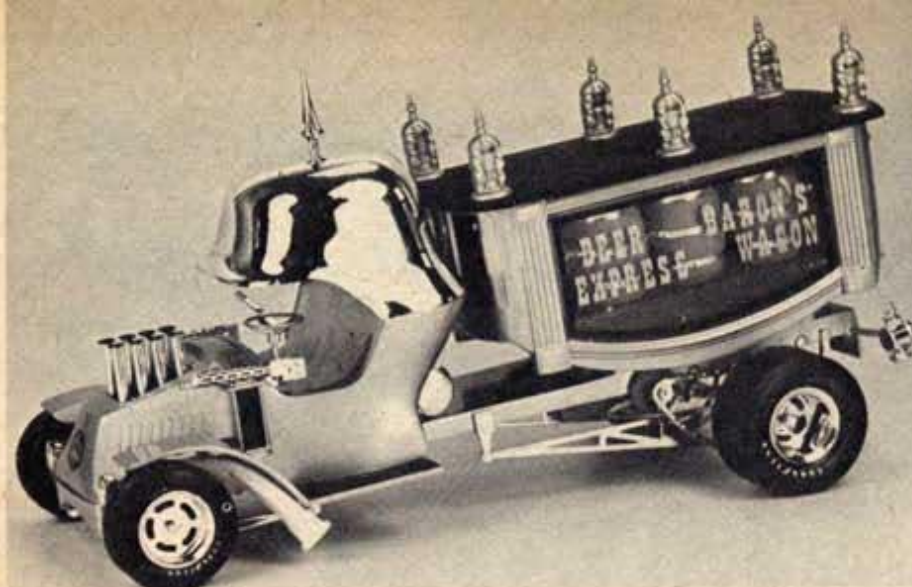
When working on the top, hold it with a piece of cloth to keep your fingers from tarnishing or rubbing the chrome off.

To best paint the lettering on the tires, place a small puddle of flat white paint on a piece of cardboard and select your finest brush (it could be cut down slightly). Soak the brush in the puddle, then wipe all the paint out of it with a twisting motion to work the tip to a point. Touch just the tip of the brush in the puddle so you have only a tiny amount of paint on the brush. Carefully go over each letter. Never do more than one letter at a time. In fact, you may have to dip the brush into the puddle several times to paint just one of the large letters, and you will find it a good practice to do so.

Never have too much paint on the brush tip at one time. Take your time painting the lettering. Never let the puddle get too thick, as you will not be able to apply the paint to the letter before the paint has dried too much. But too, don't thin it too much, as it will then run into the letters. Mistakes can be removed with a cloth with a small amount of thinner in it. Only with practice will you learn the best consistency of the paint for applying it to the lettering. Be sure to take your time.

Even though this model may look hard to construct, it really isn't. Give it a try. Parts swapping is not new, and with it the possibility of constructing unusual model cars will be unlimited.

Good building!



Glue the Monogram Express body together. When dry, remove the front seat area with an Auto Cutter or Jewelers Saw.



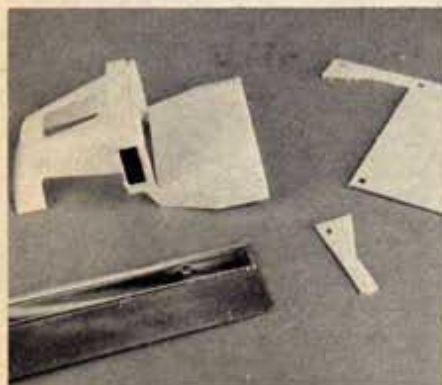
Cut the Monogram Red Baron apart just in back of the cowl as shown. /



Cut the rest of the Baron frame from the body and file the body smooth.



Cut the Monogram Beer Wagon seat platform and area from the instrument panel, back, as shown.



Cut a floorboard for the Beer Wagon from the flat bed (file it smooth).



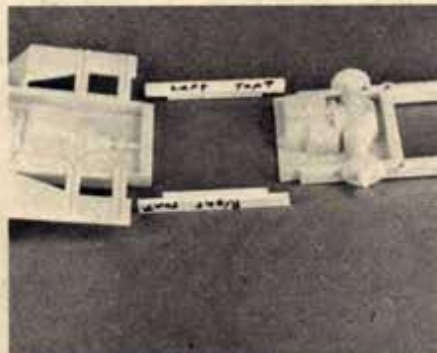
Fill the gap between the body platform and running boards. Glue the Baron body to the Beer Wagon platform.



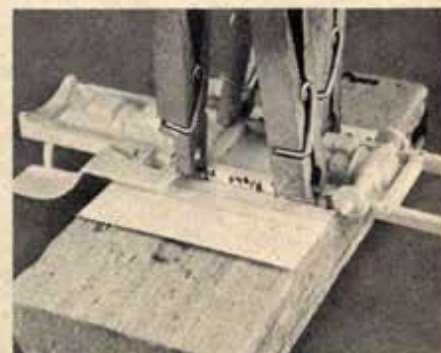
Apply body putty in many thin layers. Allow each to dry before adding another layer. Shape is up to you.



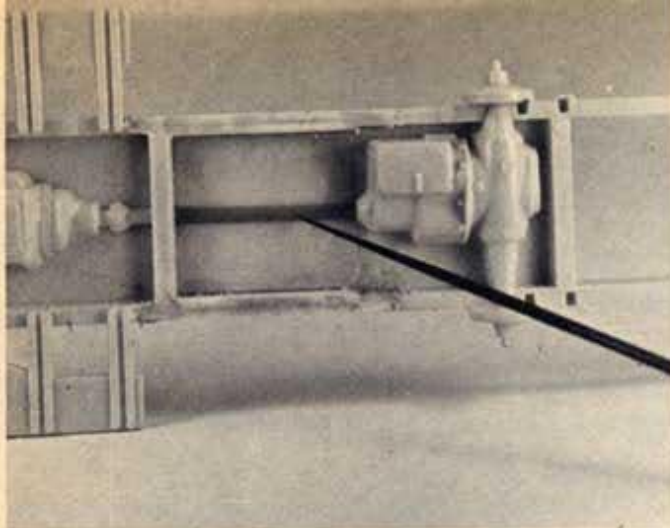
To lengthen the frame 1-1/8", cut two pieces of .040" plastic exactly 1-1/8" long, and two pieces 1-5/8" long. All are 3/16" high. Glue one 1-1/8" piece to the 1-5/8" piece, centering it on the 1-5/8" piece.



Cut the frame in half just behind the first crossmember. Notch the side of the frame so the new frame members can fit flush.



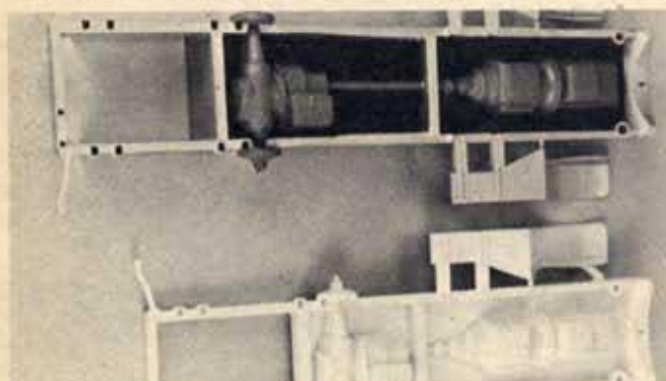
Glue the side pieces to the frame on a jig; clamp them in place in the correct position. Make a new floorboard out of the bed part No. Y37.



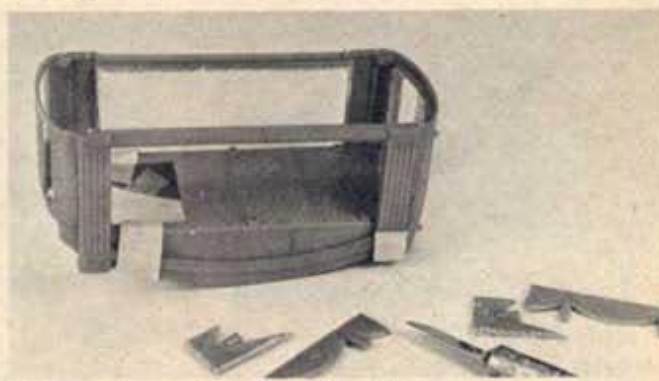
File a scrap plastic tree in half to be used for a drive shaft.



Cut two pieces of .080" plastic 2" x 5/8". Glue them 3/8" in from the back of the frame to support the Express body. Brace it as shown.



Here you can see the difference between the stock and modified frame. Paint as shown.



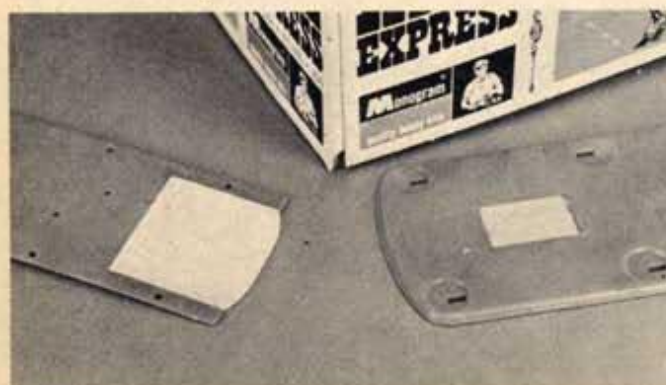
Remove the curtains from the Mono-gram Boot Hill Express with a micro saw.



Cut Express part 028 down where it bends, so the Express body will fit the modified Beer Wagon frame.



Glue several pieces of .080" plastic to the front of the Express body. When dry, file to Express contours.



Fill the holes in the Express roof and floorboard (after removing the coffin rollers, mounts, etc.).



Draw a center line, outlined here in tape, using the text described method. Draw a "pattern" for the window and apply it to the top. See text.



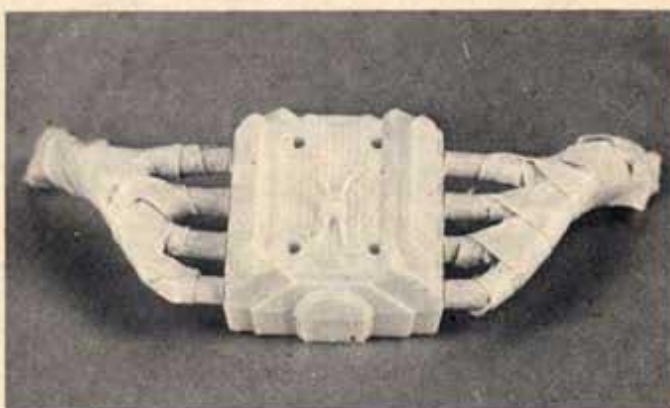
Drill a small center hole first. Then drill the larger holes (for the curved corners) by hand to prevent chipping the chrome.



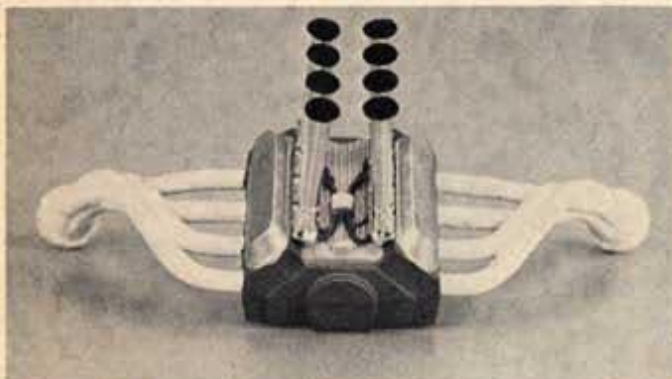
Draw the completed window outline, using the holes as a guide. File out the area between the holes, as shown.



With the tape still in place, finish filing the window to shape. Carefully remove the tape.



Before painting the engine, mask off the headers; paint them by hand.



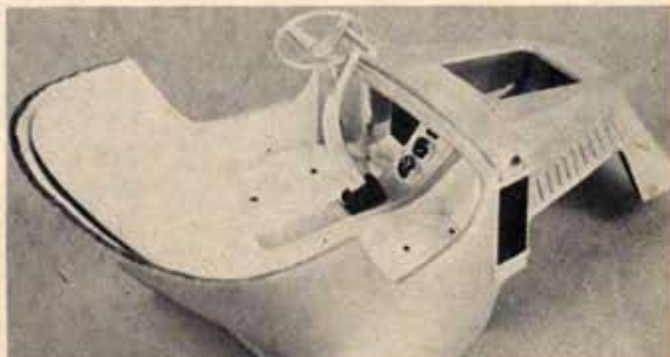
Because the engine is so hidden, there is no need to wire it. For contests, swap an engine that can be wired.



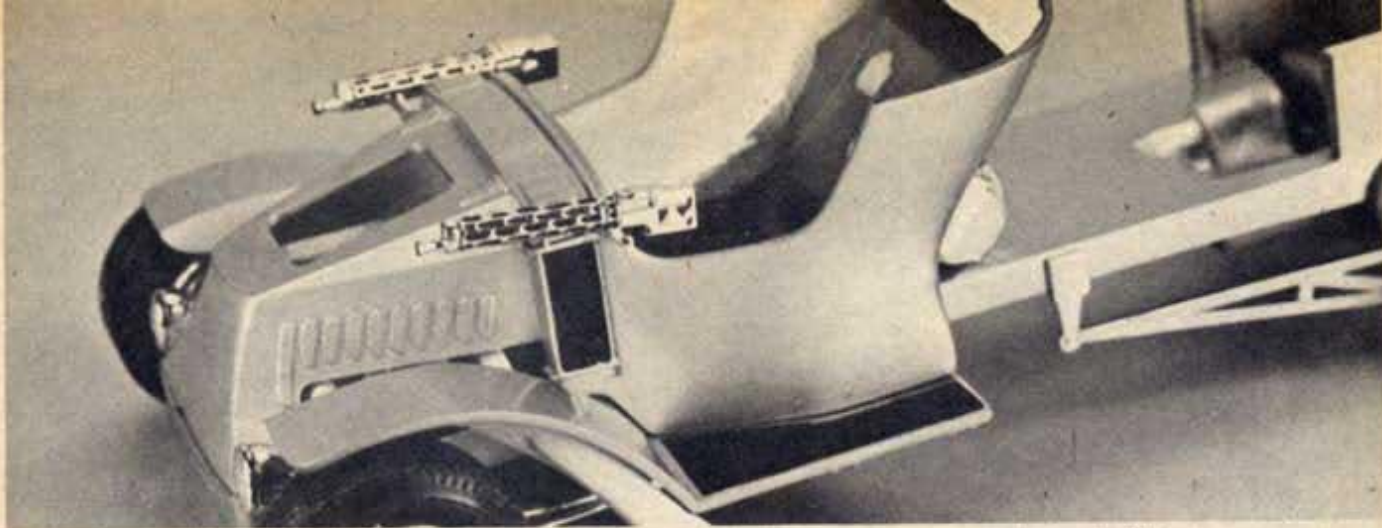
File the Wagon's headlights flat and the mounting ring on the Baron's headlight lenses off. Glue as shown.



Drill a 1/16" hole in the Wagon body cowl for the Baron's machine guns.



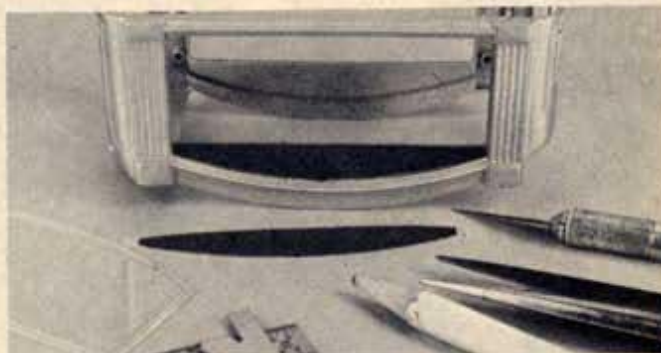
Completed interior fits without modification, but not in the exact stock position. Take note when gluing it in place.



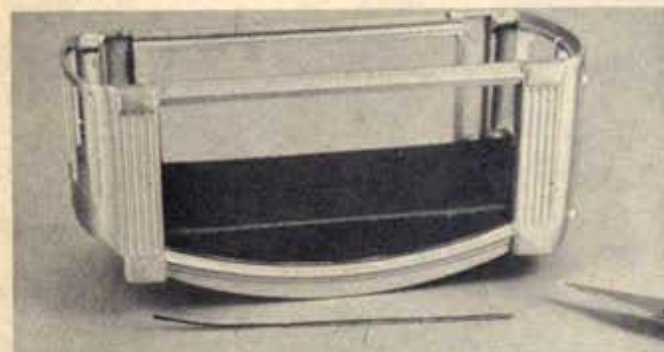
Paint the running boards and side radiators flat black.



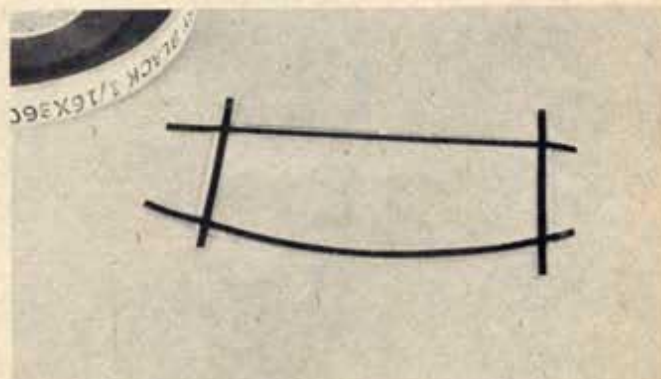
Refer to the text for tips on painting the lettering on the Monogram tires. It's not hard.



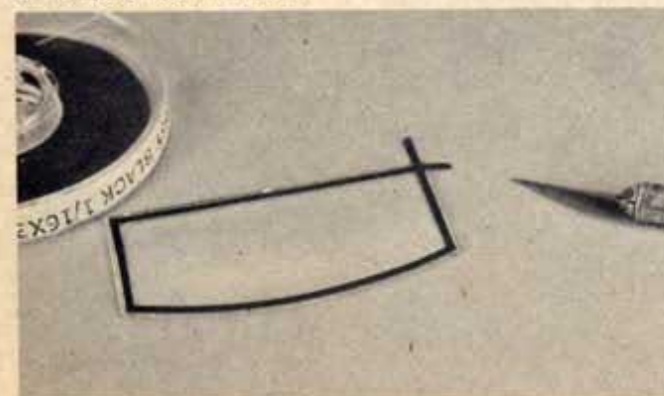
Cover the sides of the Express as shown with contact paper. Use the window as a template and cut them to the exact size before installing them.



Cover the floorboards with contact paper and glue it in place. Cover the edges (back before installation) with thin strips of contact paper.



Apply 1/16" striping tape to the outside of the Express glass (ribs on inside) as shown.



Cut across the corners with a sharp X-acto blade and remove the ends. You end up with a very neat corner.



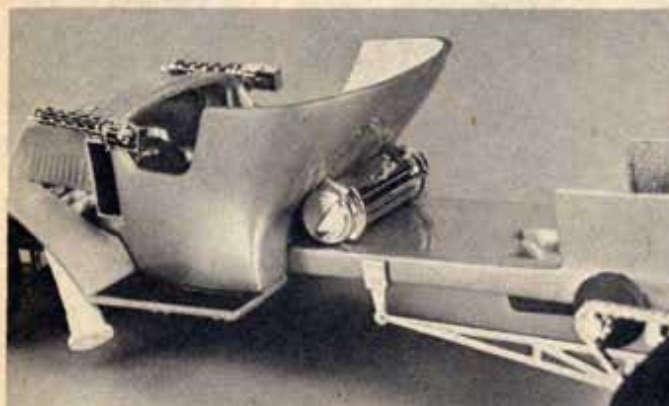
Always use a guide line when applying Instant Lettering. No center guide was necessary as lettering was applied from the edges in.



Install the barrels (nine to fill it) with contact cement. File the paint off the barrels before gluing; the contact paper can be left.



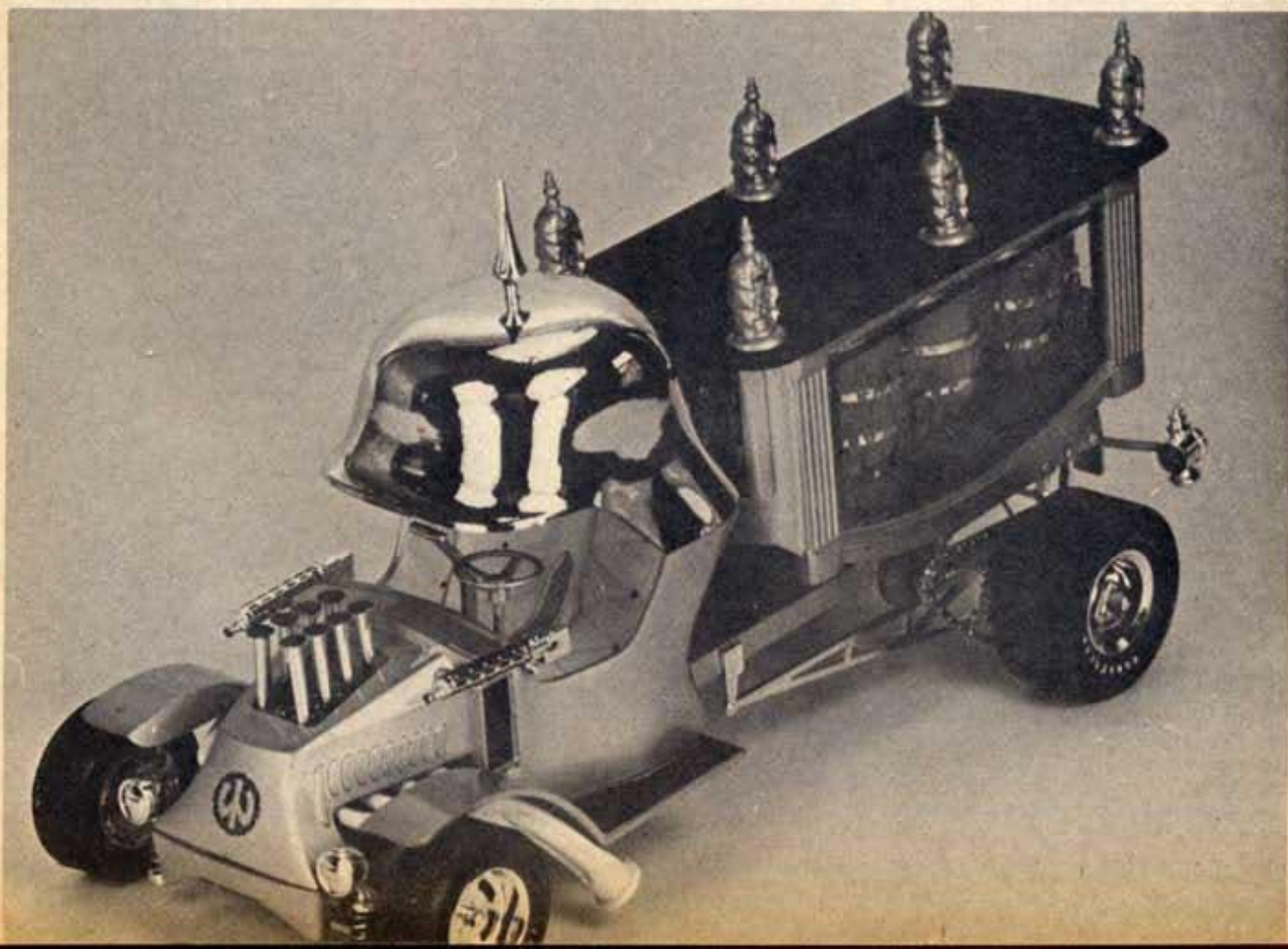
Install the glass (side and rear) by scraping the paint off on the edge of the opening. Apply a small amount of glue and fit the window in place.



The Red Baron gas tank can be neatly fitted in place as shown.



Touch up all the areas where the chrome parts were cut from the trees. Use Testor's silver.



By Gene Husting

FIFTH MCS/USRA ROAD RACE

Another record entry!



Well, we've done it again. Another new record entry. Our race set a U.S.R.A. record at 96, and this is with a big race every two weeks.

A great deal of the credit for this success must be given to Ron Granlee. Ron bought the Blue King track from Don's Raceway. This was the track that the Arco Race was run on last year and anyone who ran in this race can remember the launching ramps on the lower three lanes. There was many a car destroyed in the bank at the end of the straight. The first thing that Ron did was get rid of the launching ramps. This turned it into a great track which everyone wants to run on. It now gives Ron Granlee's Speed & Sport Raceways two great tracks, the other being his custom-built Riverside course, which has held many championship races.

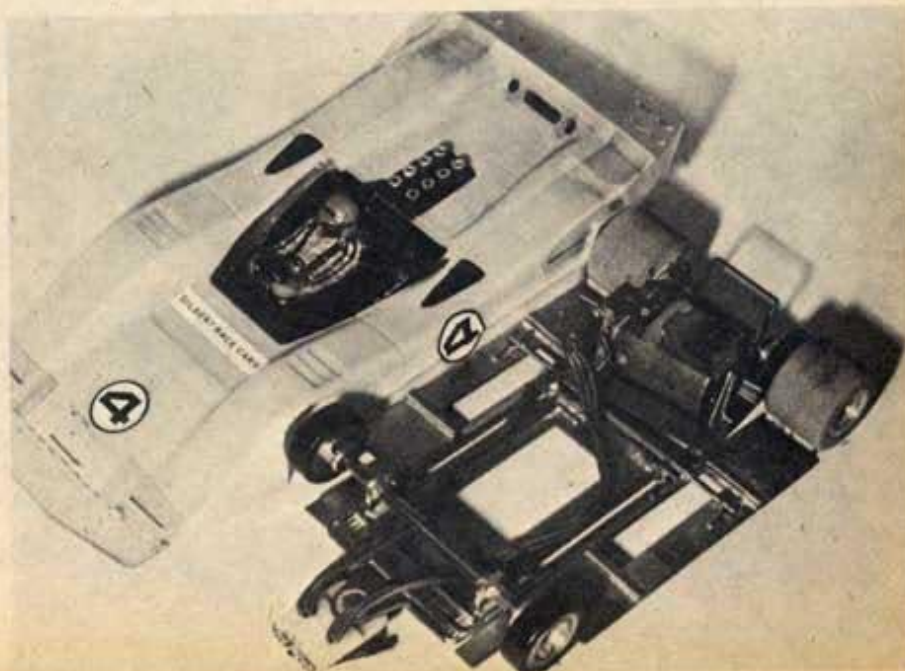
Bill Pretzman was the big winner in the Saturday amateur races. With over 60 amateurs racing this is quite an accomplishment. Mark Francillon gave him a battle all the way but had to settle for second. Keith Kanegawa took 3rd place just ahead of Steve Hetchler.

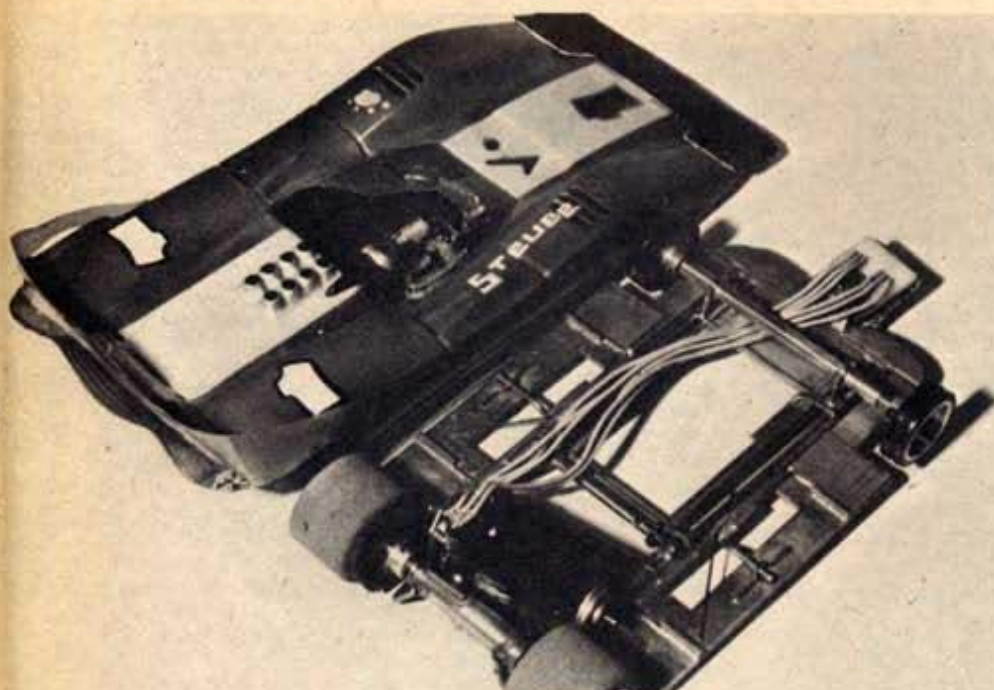
The track record is 4.72, which might seem slow but it's really quite fast when you consider this is not one of those overpowered tracks, nor does it have a super-smooth epoxy surface for super-bite. The record is jointly held by Mike Steube and Mike Kondor, both of whom were hoping to break that record today. As it turned

The best commercial track ever built, American's Blue King track, is very popular with all racers. Ron Granlee just installed this one in his Speed & Sport Raceways and with the first race ever run on it broke all Southern Calif. records with 106 entries.

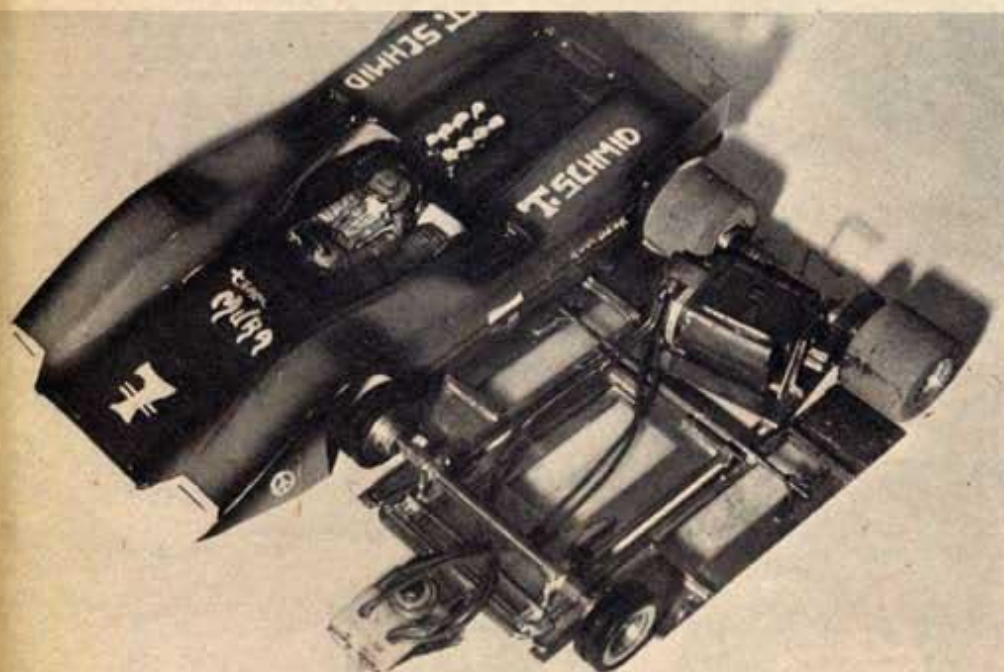
Fast time, main event winner, and second place concurs all went to Bruce Erickson. Bruce drove this Lee Gilbert car to a 12 lap margin victory. Lee used two .047 piano wire main rails on either side of the chassis and .063 piano wire on the back end. Standard cut-out brass drop arm and pans are used. Motor is a Bob Green can with Arcos and a Certus armature with a Certus endbell.

Photos by Al Hall





Mike Steube took a second in the main with this unusual chassis. Mike made his drop arm from double rails of piano wire. The front of the drop arm and the front of the bat pans are soldered together instead of being hinged, and some extra brass is added to the front of this to put more weight on the pickup. Power comes from a Champion motor and, naturally, a Steube armature.



Terry Schmid drove this Lee Gilbert chassis to fourth place in the main. Terry, being on Team Mura, naturally uses Mura motors for his horsepower, but if you look closely you'll see Certus heat sinks on the endbell. These really work and make the brushes last much longer. Terry is also using a Champion shim on top of his Mura super "B" can.

out the power seemed to be down a little for qualifying so the record was safe. Mike Steube was one of the first pros to qualify and turned a 4.84, which was quite a disappointment to him in view of the fact his brother, Bill, in the semi-pro class, had turned an identical 4.84 with one of Mike's backup cars. Bruce Erickson turned in a beautiful qualifying job, cutting quick time with a 4.80. But one of the semi-pros, Tom Hansen, had second quick time of the day with a 4.83. Another disappointed qualifier was Mike Kondor. Mike had his slot box stolen out of his car a couple of days before the race. Mike was running one of Lee Gilbert's cars but Lee did not have another car ready for Mike so Mike got a car from Mike Morrissey. The two Mikes worked on the chassis and had it running pretty good the night before the race, but in qualifying Kondor was hurting pretty bad and had to settle for a rather slow 5.11.

The semi-pro program is always exciting because so many of the semi-pros are so closely matched. You noticed I didn't say ALL of them. I was hurting pretty bad with a car that just refused to go around the donut, but somebody I had to sympathize with was Jim Aquirre. Jim had come down from San Francisco. For some reason his car turned into a pile and he could only turn a 5.22. As if that wasn't bad enough, his car was totally destroyed on the fifth lap of the "A" consie. It was just one of those days we all have now and then. But for Bill Pretzman it was one of those days we all wish we could have. There was one opening in the "A" consie and as Bill had won the amateur race the day before he was entitled to start in this race. He not only started in it, he won it. Lynn Stokey won the semi by a good margin but Bill was right in there for second. The main was another story. Bill started in the lead and kept it there all the way to the finish. He left second place for John Stephans who was followed in by Lynn Stokey one step ahead of our newest semi-pro, Herb Wade.

Mike Morrissey started off like a jet in the pro semi-main and had a two lap lead going into the last heat when his motor brushes blew. This put Dave Grant in the lead. Dave was closely followed by Mike Kondor who had put a new motor in after qualifying and was looking much better now. Terry Schmid was right behind Mike for third and the last moveup spot was taken by that amateur (?) Bill Pretzman again. With the moveup to the pro main Bill had raced in every race on Sunday as well as winning the amateur main on Saturday. And would you believe that all this racing was done on one motor? All they did was change motor brushes half way thru the program. This super fast and reliable motor was built by Bill Hetchler. Bill used a cut down Mura can with Arcos and also wound his own armatures. You don't see too much of that anymore.

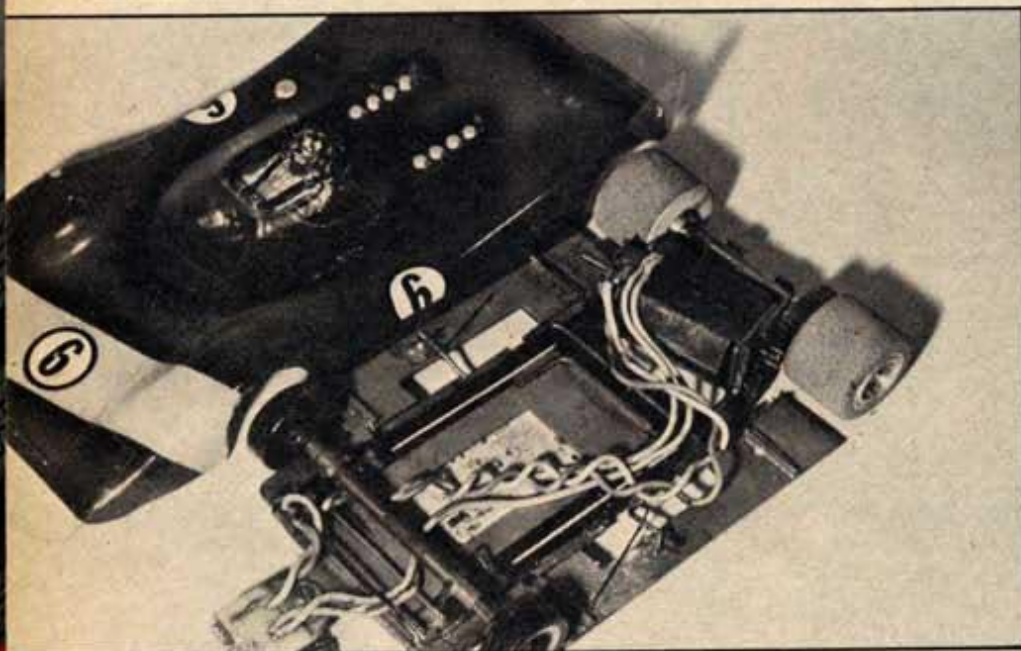
L.A. CHAMPIONSHIP POINT STANDINGS

NAME	POINTS
Mike Steube	77
John Anderson	51
Bruce Erickson	40
Terry Schmid	27
Lee Gilbert	26
Steve Bogut	23
John Cukras	22
Mike Kondor	19
Phil Rubin	19
Mike Morrissey	18
Doug Henline	8
Matt Azzara	6
Bill Steube Jr.	5
Rob Speight	3
Dave Grant	3
Earl Campbell	2

The Outstanding Achievement award goes to Bill Pretzman. Bill won the amateur main on Saturday, placed first in the semi-pro "A" consie, second in the semi and first in the main. He then advanced to the pro semi-main took a fourth and then a fifth in the main. Quite a bit of racing. Bill used a .042 steel plate chassis that handled to perfection. His super fast and reliable motor was built by Bill Hetchler. Bill used a cut down Mura can to fit Arco magnets and also wound his own armature.

The main started off like another Mike Steube runaway, which would have been nothing new! At the end of the first heat Mike had taken a two lap lead over Bruce Erickson and Lee Gilbert. But Bruce had started on the red outside lane and at the end of the second heat Bruce was a lap up on Steube with Gilbert less than a lap behind. Once in the lead, Bruce just steadily kept pulling away from the field, lap after lap, his Lee Gilbert-built and setup car handling to perfection. The race then settled down for second place, with Mike Steube being hard-pressed to keep ahead of a charging Lee Gilbert. The rest of the field had an assortment of various problems with Terry Schmid taking fourth, quite a way ahead of the fantastic amateur, Bill Pretzman. Although John Anderson didn't make any points this race, he still has a slim chance of overtaking Mike Steube for the L.A. Championship Points lead. But while John is trying to figure out how to beat Mike, he'd better be careful because there's someone who just could come up and take his second spot away from him while he's not looking. With his win today, Bruce Erickson is a small nine points away from John. With three races left in the series, that's not very many points! Also, consider the fact that Mike Steube, John Anderson and Bruce Erickson are about as close in driving ability as it's possible for three people to be. This leaves the cars and Lady Luck to determine the outcome.

Mike Steube builds all his own chassis and is constantly experimenting with chassis. On top of this, there is no one who spends anywhere near the time that Mike does running or racing on the tracks. The other half of this team is Mike's father, Bill Steube, Sr., who supplies Mike's power. Bill, unquestionably, spends more time experimenting with motors



	MOTOR TEAM	E.T.	LAPS	BODY TYPE	CAN	ARMATURE	WIRE	MAGNETS
BRUCE ERICKSON	DYNAMIC	4.80	415	McLAREN CHAMPION	GREEN	CERTUS	24	ARCO
MIKE STEUBE	CHECKPOINT	4.84	403	McLAREN CHAMPION	CHAMPION	STEUBE	24	ARCO
LEE GILBERT	CERTUS	4.86	399	McLAREN	GREEN	CERTUS	24	ARCO
TERRY SCHMID	MURA	5.08	381	McLAREN	MURA "B"	MURA	D26-28	MURA
BILL PRETZMAN	MONACO	4.95	360	PORSCHE	HETCHLER	HETCHLER	24	ARCO
MIKE KONDOR	SPEED & SPORT	5.11	355	McLAREN CHAMPION	MURA "B"	THORP	24	MURA
STEVE BOGUT	CHECKPOINT	4.86	---	McLAREN REHCO	CHAMPION	STEUBE	24	ARCO
DAVE GRANT	-----	4.87	228	McLAREN	CHAMPION	STEUBE	24	ARCO

AMATEUR MAIN		
1	Bill Pretzman	448
2	Mark Francillon	435
3	K. G. Kanegawa	415
4	Steve Hetchler	407
5	Roy Hood	319
6	Dave Kimball	266
7	Don Aspenson	221
8	Bill Hetchler	99

SEMI-PRO MAIN		
1	Bill Pretzman	4.95 415
2	John Stephans	4.89 410
3	Lynn Stokey	4.99 399
4	Herb Wade	5.04 379
5	Earl Campbell	4.98 349
6	Rob Speight	4.88 347
7	Tom Hansen	4.83 315
8	Bill Steube Jr.	4.84 88

SEMI-PRO	SEMI-MAIN	
1	Lynn Stokey	4.99 212
2	Bill Pretzman	4.95 202
3	Herb Wade	5.04 197
4	Earl Campbell	4.98 193
5	Bob Green	4.98 187
6	Dave Howard	5.16 168
7	Matt Azzara	5.08 90
8	Joe Mangiamelli	4.99 33

PRO SEMI-MAIN		
1	Dave Grant	4.87 202
2	Mike Kondor	5.11 201
3	Terry Schmid	5.08 199
4	Bill Pretzman	4.95 190
5	John Anderson	5.18 187
6	Mike Morrissey	4.93 177
7	John Stephans	4.89 119
8	Lynn Stokey	4.99 62

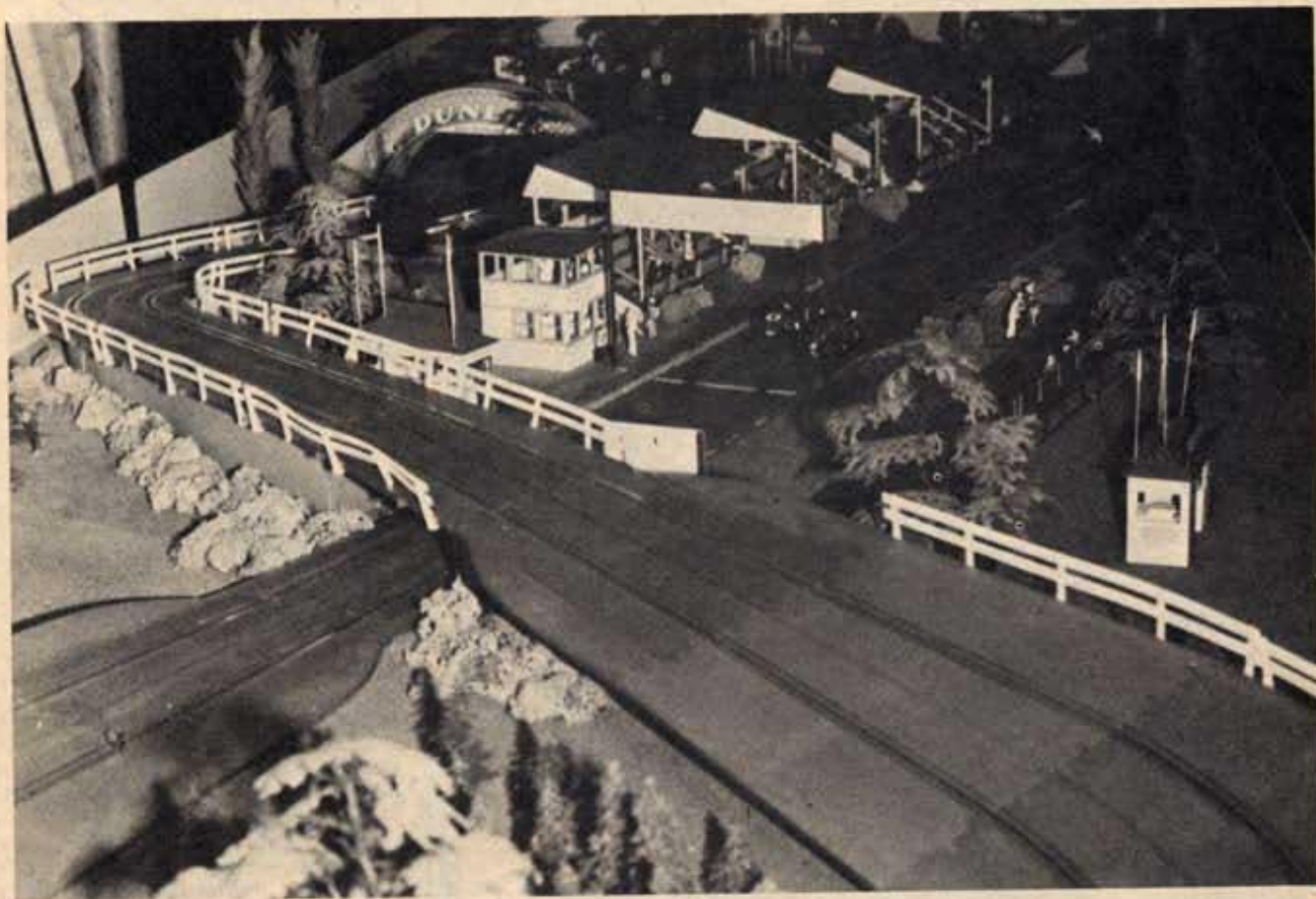
than anyone — period! In the past Bill's motors alone have enabled Mike to win many a race on sheer horsepower alone. At the present, I believe most of the good motor builders are about as equal in horsepower as it's possible to get. John Anderson is another breed. There's no questioning John's driving ability. I recognized it years ago, and asked John to drive my original sidewinder, which he did (and set top time and won the main, 13 races in a row at J & J Raceway, beating the best in the business, week after week).

John's chassis have been built by Mike Morrissey and Pete Zimmerman. Pete also supplies the horsepower, concentrating on using Mura's super "B's." Pete has been doing an awful lot of experimenting on these motors and has the power coming out O.K. But now he needs the reliability. It's just a matter of time until all the bugs are worked out. Bruce Erickson is another driver, similar to John, in that he doesn't do much practicing because he works nights. But it sure doesn't affect his driving ability on raceday. Bruce has had this driving ability for a number of years, but has just lately gotten the chassis to be able to prove it. Bruce's chassis are built and set up by Lee Gilbert. At the moment, Lee has to be considered as one of the top chassis builders in Southern Calif. I've driven Lee's cars in practice before the races, and if I had something like he runs, even I could be a super semi-pro driver! They just handle out of sight. Lee runs for Team Certus and uses their armatures, which are the .007s, wound by Mura and balanced by Thorp. The motor cans are the old tall Mura's, cut down by Bob Green to fit the Arco magnets, and are as fast as any motors on the track. With three such teams now competing on such an even basis it makes for some very exciting racing.

CHASSIS	FRONT TIRES	REAR TIRES	TIRE GOOP	GEARS & RATIO	CONTROLLER	PICKUP
GILBERT	DYNAMIC	CHECKPOINT	MOO 3	COX 7-34	PARMA	SIMCO
STEUBE	CHECKPOINT	CHECKPOINT	DART COX	7-35	GORSKI	SIMCO
GILBERT	RIGGEN	GREY	DART COX	7-34	PARMA	CHAMPION
GILBERT	ASSOCIATED	ASSOCIATED	ZIMMERMAN COX	7-34	PARMA	SIMCO
PRETZMAN	ASSOCIATED	RIGGEN	REHCO DYNAMIC	7-34	RUSSKIT	REHCO
MORRISSEY	DYNAMIC	DYNAMIC	DART COX	7-34	PARMA	DYNAMIC
BOGUT	CHECKPOINT	CHECKPOINT	STP ASSOCIATED	7-34	GORSKI	SIMCO
GRANT	CHECKPOINT	CHECKPOINT	ZIMMERMAN	7-35	PARMA	SIMCO

The Home Layout of the Month

Enter this new contest for 1/32 and 1/24 scale home tracks and win a one year subscription to MCS!



The 38' course utilizes Revell track, controllers and power supply, all placed on two 5' x 8' tables. The track layout is portable, which will help a great deal when Norm Swanson and his brother-in-law move it into a new room in Norm's basement in the very near future.

The winner of this month's "Home Layout of the Month" contest is Norm Swanson, 45 Olmsted Street, Apt. No. 7, East Hartford, Conn. 06108.

We're sending Norm a one year subscription to *Model Car Science* for his contest-winning home track, "Charter Oak International Raceway."

Beautiful layout, Norm. It's a perfect example of utilizing snap-together plastic track to make a true "custom" home raceway. Easier than routing, and the results are superb!

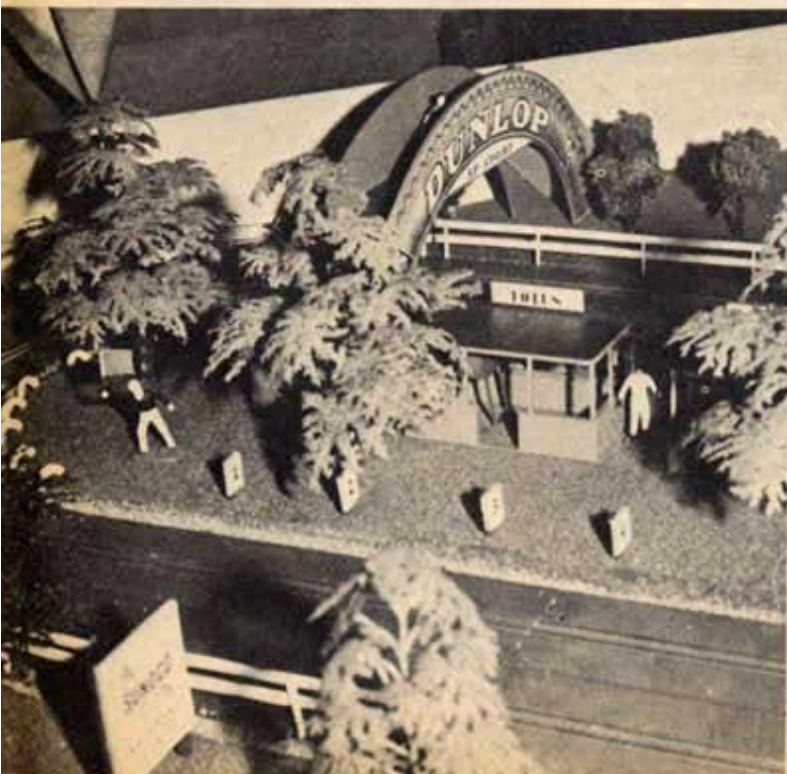


You can win this contest too! Takes good clear black and white photo (or two) of your home track (this contest is for 1/32 and 1/24 tracks only; if you want to enter an H.O. scale track, enter through "Small Stuff," elsewhere in this issue) and send it to: The Contest Editor, Dept. H., *Model Car Science*, 131 Barrington Place, Los Angeles, California 90049. He'll pick the winning layout each month.

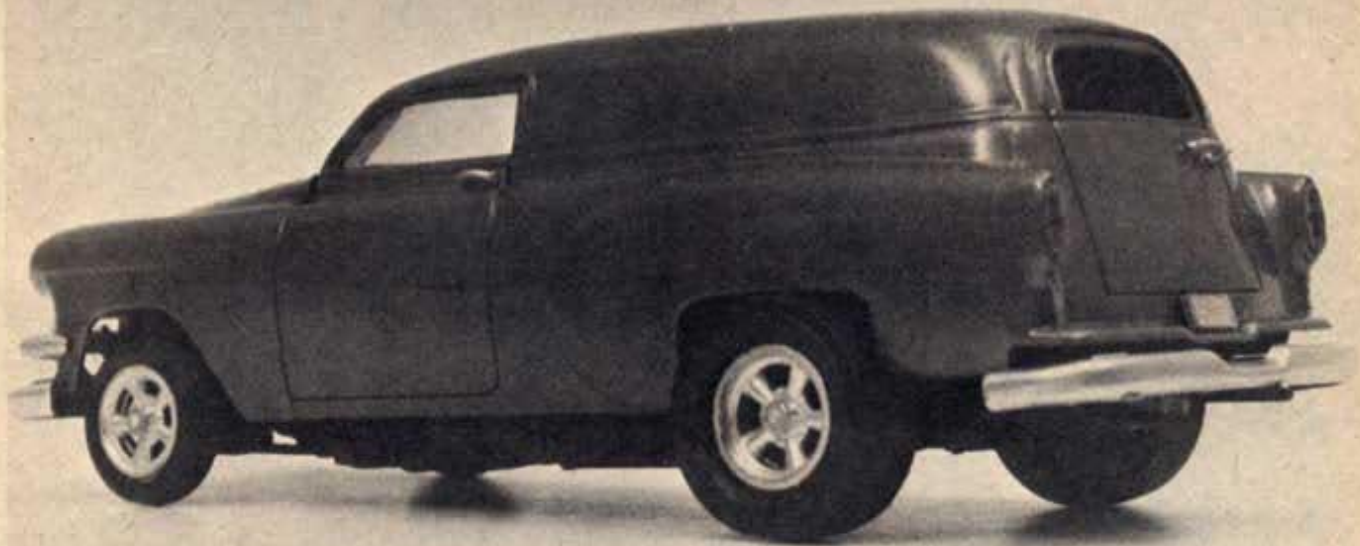
Get with it, and good luck!

All permanent grandstands have entrance, section and appropriate aisle numbers assigned. Track personnel are all hand-painted. Drivers have helmets painted in national colors. Model dirt was placed around the edges of the track to add realism. All trees and buildings were sprayed with Testor's Dullcote to eliminate plastic shine.

Future plans include the addition of track lights, picket fences, signs and posters, personnel, etc.



CUSTOM "CHOP" THAT CHEVY



Any pre-1960 vintage car will take on a more modern appearance if the rather bulbous lines of the 1950's are trimmed down a bit. As a customizer, you have a choice of removing a bit of the body from the window, or "greenhouse" area of the body (called "chopping") or from the belt line of the body (called "sectioning"). Either method of reducing the height of the body will give the car a more up-to-date look, but the "chop" is by far the easiest to accomplish.

The steps in "chopping" are remarkably similar between models and full-size cars. A pre-determined section of the roof supporting pillars is cut from each corner of the body. The

A mild top chop can turn Revell's newest '53 Chevy Panel Delivery truck into a sleek custom carrier.

shortened pillars are then bent to align with the roof, the roof set in place, and the joints welded (or glued). The tricky part is in determining just how much to remove from the pillars and in aligning the then-shortened pillars. The more slant there is to each of the pillars, the less you can remove and the more difficult the later alignment of top and pillars.

The Revell '53 Chevy Panel Delivery truck lends itself quite nicely to the "chopping" process, with just

enough slant at each corner to make the car look sleek without any unusual aligning problems. It is important, however, that only $\frac{3}{16}$ " or less be removed and that this amount is cut from the lower edge at the rear and the upper corners of the front pillars. Now is as good a time as any to learn the basic tricks of the full-size car customizers. It's a whole lot easier to work with a razor saw, file and glue, than with a welding and cutting torch or hacksaw!



Tools for top "chopping" include: $\frac{1}{32}$ " wide stripping tape, hobby knife, razor saw and handle, rough file, jewelers file, No. 500 wet-or-dry sandpaper, and primer.



Revell's '53 Chevy Panel Delivery truck kit, in $\frac{1}{25}$ scale, can be given the look of the seventies with a simple "chop" removal of about $\frac{3}{16}$ " of top.



Apply a line of the $\frac{1}{32}$ " wide stripping tape exactly $\frac{3}{16}$ " above the molding line that runs over the tops of the fenders. Keep tape parallel to molding.



A razor saw is used for the initial cut along the tape-marked line. Cut only the rear of the body up to the back edges of each side window.



Trim away the quarter window frame pieces from both side windows and file top and bottom edges smooth and flush.



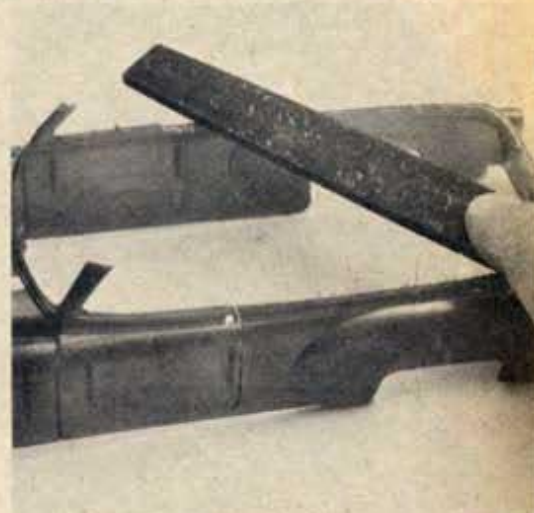
The inner hood support pads are cut off to allow clear windshield to fit with only its quarter windows removed.



The same 3/16" is cut from the TOP of each of the front windshield pillars. Leave the rounded inner corners on roof.



Cut the remaining 3/16" wide band from the back half of the top, keeping this second cut exactly parallel to the first.



Use a broad, flat file to smooth the saw-roughened edges of both body and top so they fit snug together.



Bend each of the corner pillars back so they will align with front corners of the top. Upper edge must be shaped.



Glue the rear areas of the body top first and allow to dry overnight before fitting and gluing front corner pillars.



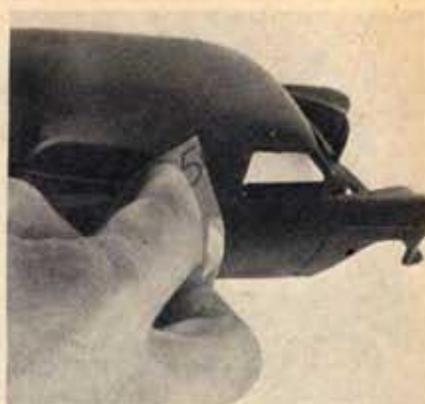
Apply a thick bead of Testors model body filler to the dried glue joints and smooth with a knife tip, let dry, then sand.



To fully smooth the joint, a final filler coat of automobile metal-base body filler is rubbed over the joining seams.



Apply a heavy series of coats of flat black primer to reveal any irregularities along body "chop" seams and window frames.



Dip No. 500 wet-or-dry sandpaper in water and sand primer coats smooth. Add more filler and primer if needed to hide seam.



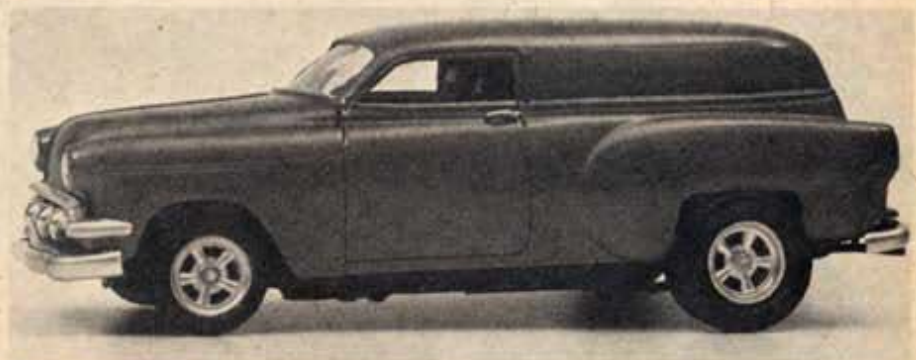
Edges of front, side and rear windows must be reshaped slightly, and molding grooves trimmed clear of filler & paint.



Just a mild "chop" makes the '53 body look like a more up-to-date custom. Note rear contour is about the same, but that the windshield has far more rake.



Fully detailed chassis, with options of stock (shown) or drag racing suspension, is included in Revell '53 Chevy Panel kit.



Body, bumper, grille and chassis, as well as the interior, fit "chopped" body shell with no extra modifications. Minor axle and chassis modifications would allow body to rest even lower on the chassis for a street custom "cruiser" appearance.

THE TECH SHEET

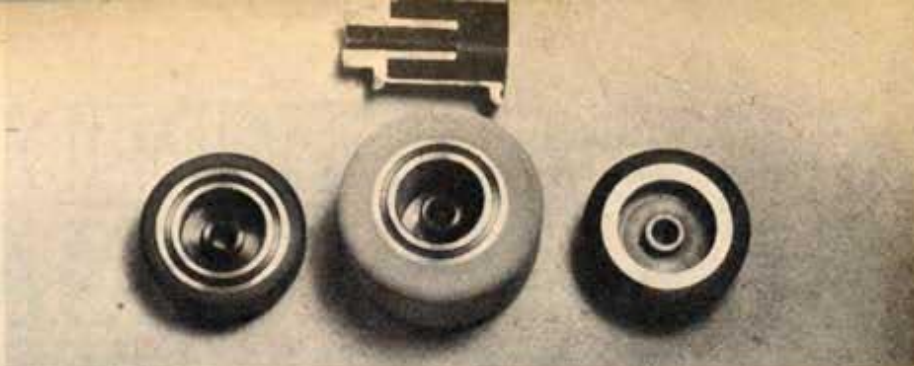
The other night I had to put some new "shoes on my hoss," so I selected the Riggins blue sponge tires that normally are included in their Group 20 cars. These are called "SLR-32," and have a groove on the outside edge of the rim with a matching SL-2 front tire. These tires are lighter than Riggins' earlier tires and I suspect that the aluminum alloy has some magnesium in it. When I got to checking into it I noticed that configuration of the wheel is also different than that previously made by Riggins so I cut one wheel in half to illustrate the extreme thinness of the hub. It's only .020" thick where the tire fits on the wheel but it is still strong enough to withstand repeated "wall-blasts" without bending. I used a mismatched front wheel on my experimental chassis the other night because I wanted to achieve maximum handling. I selected the non-anodized Rigen SLR No. 31. These wheels are slightly lighter than the matching anodized wheel because it has a thinner interior wall or deeper recessed interior.

In any event the wheels worked out well and so did the experimental chassis. The object of the experiment was to see if I could get a spring steel-type chassis with a 16D motor to handle as well as the same type chassis using the lower Mura B Production motor. This experiment proved to me that a 16D motor will handle *about* as well as a B-Production, if the wheel-base is made slightly less than 3-3/4" and a bit of lead weight is added to the rear of each bat pan.

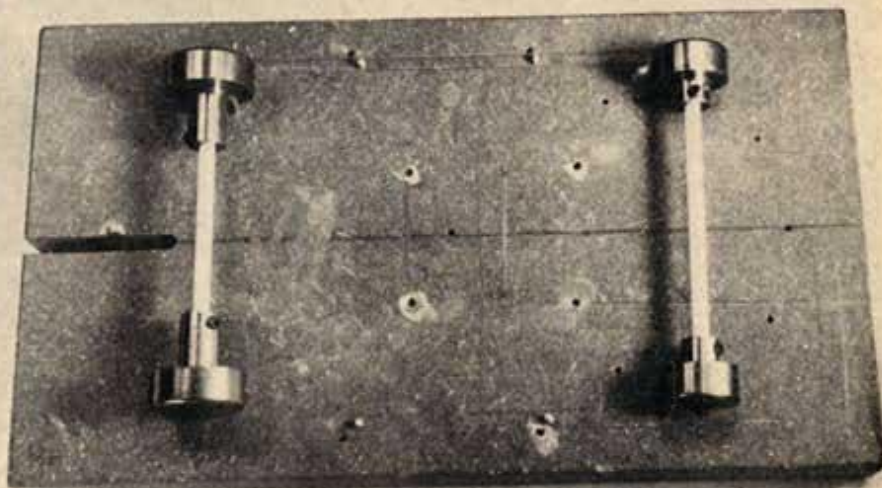
Incidentally, I cut out this spring steel chassis, as well as cutting Riggins wheel in half with the newest Dremel Moto-Tool with ball bearings, Model No. 280. This is the "Cadillac" of hand tools and it cuts steel like hot butter if you use a foot throttle to slow down the cut-off wheel to about three-quarter speed. If you ever get used to using a foot switch (as I have) you'll never use a hand grinder any other way.

I also used the Champion frame building jig to build up this latest chassis. This is an improved jig with new set-screw wheels and white plastic axles that simply can't corrode when exposed to acid soldering flux. These axles are quite an improvement but the newer blocks have the pins set so anglewinder frame building is a cinch and the jig comes with complete instructions so a ten year old could understand them. Congratulations, Champion.

The other day I saw the new



Riggins Super-Light wheels with non-grooved, non-anodized front wheel at right.



Champion's new building jig. Note non-corroding plastic axles and new pin placement on inside of jig wheels so anglewinder frames can be built.



The 1969-1/2 Mabuchi with black endbell.

"improved" Mabuchi motor. This is not the so-called 1970 Mabuchi because the '70 model is supposed to have the pivot-type ball bearings on both ends of the motor like the familiar 26D Mabuchi's had.

I ran across this new Mabuchi in a Dynamic 1/32 ready-to-run car. This is a neat little car with its Can-Am McLaren sports car body.

The motor is essentially the same as last year's motor but it has a black endbell which appears to be able to stand a bit more heat before melting.

It has about 8 feet 9 inches of .0105" (slightly larger than our No. 30 wire which works out to 75 turns on each pole for .75 ohms of resistance). The magnets, case (with ball bearings) and air gap (about .013" on each side) are the same as on the earlier motors and it even leaks (10 points or more) about the same magnetic flux as older motors. Previous motors ran about 45,000 rpm and this one checked out at 48,000, which is in the normal

Continued on page 60

If you're still convinced that Ford has the goin' thing, it's probably because you've never had your hairy throttle grippers on Bonanza's BC 1500 SH mini-bike. Stoke a minute on a double-loop tubular frame, a gas tank you can hug with your knees, a suspended rear swing arm, and 100cc of fire-breathin' Honda coupled to a five-speed gearbox. If that doesn't turn you on, try zero to 50 mph in less than six seconds and be informed that it trips the quarter-mile clocks in 22 seconds with a trap speed of 55 mph-flat! Incidentally, it turns the 1/8th mile with the same ET and speed — kinda gets it on in a hurry doesn't it.

Thanks to the craftsmen at Industro-Motive Corporation, you can at least get some vicarious kicks by putting together their sano 1/10th scale model of Bonanza's wild machine. IMC gives you a choice of building the BC 1500 SH one of two ways — stock or custom. The stock version is plenty boss enough for us, but we'll probably head back to the hobby shop counter for another kit and blow our minds on the custom version with a few of our own special touches. We might even do something about that strange right rear shock!

Disregarding that shock, IMC has done a boss job of miniaturizing Bonanza Industries' pride 'n joy. To assemble the super-brute version, just follow the step-by-step photos. If you get in trouble, feel free to refer to the instruction sheet and our photos of the real thing. Naturally, you don't have to follow us right down the line. Bonanza's standard frame color for the BC 1500 SH is metallic blue. Dupli-Color's Plymouth Blue Fire lacquer (No.DS-CC 196) is a good match and

MODEL BONAZZA



IMC's sano 1/10th scale model of Bonanza's BC 1500 SH mini-bike is neat to begin with. But it's absolutely sensational after a bit of detailing!

their spray cans lay it on neat. Of course you know what happens to bare plastic when you try to paint it with lacquer — wrinklesville! So if you go the Dupli-Color route, be sure to invest additional coins in a spray can of their primer surfacer. It contains a special non-penetrating thinner that

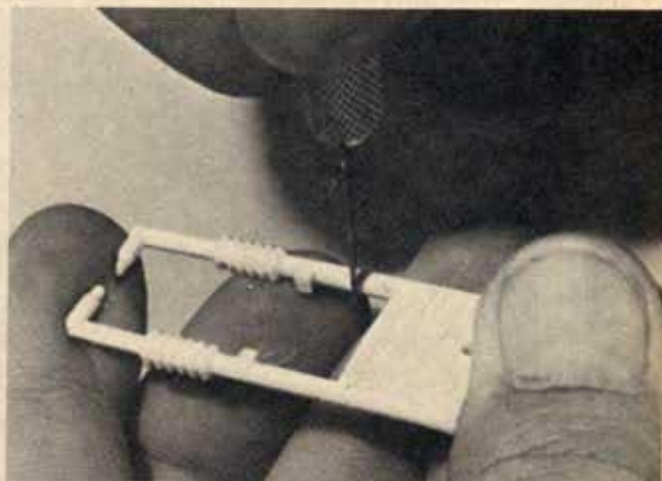
keeps the color coat from attacking the plastic. The nice thing about a lacquer finish is that it can be rubbed out to a beautiful lustre.

Well, you're probably anxious to get going on building a boss Bonanza, so get it on. Meanwhile, we're gonna start on a custom version.

By Al Hall



In addition to parts molded in white, clear, red, and chrome, the kit also contains superbly-detailed vinyl tires and a clever hanging wall display (not shown) that's assembled from die-cut cardboard.



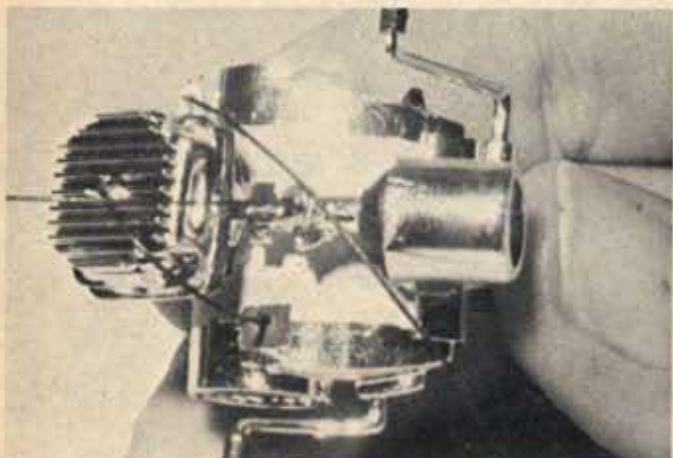
IMC did an excellent job of molding and there is virtually no flash, but parting lines on the front end and frame should be removed by gently scraping with an X-acto knife as illustrated in the photograph.



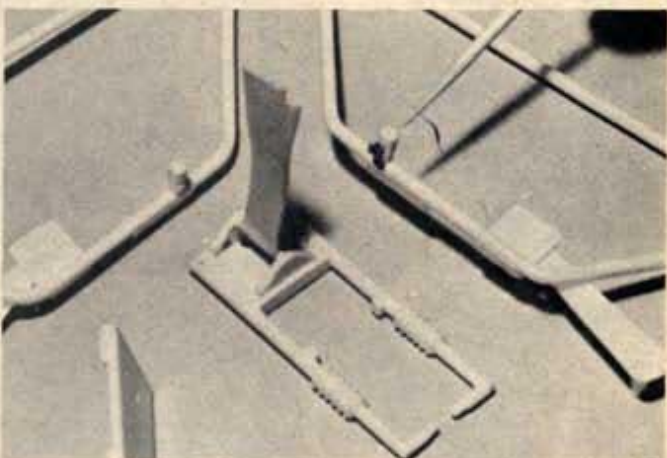
Sand mating surfaces of engine case halves with a figure-eight motion to make alignment easier. Pieces of masking tape over the fingers will preserve the chrome plating. Align parts and touch seam with cement.



A little rectified turpentine mixed with the flat black will allow the paint to run between the cylinder fins and give engine more realistic appearance. Center portion of engine should be painted with chrome-silver.



Make clutch release arm from scrap and glue to right front of engine case (see photo A). Use heavy button thread for throttle cable from top of carb; clutch and plug wire to mag in top of lefthand side cover.



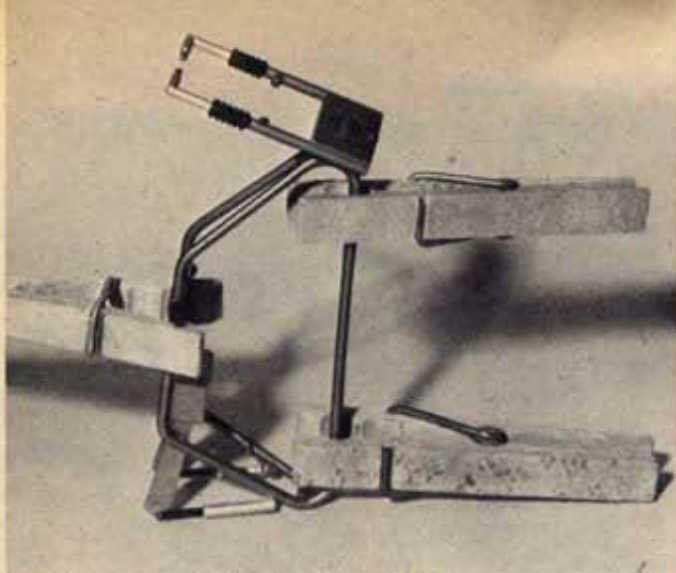
Glue footpegs to frame halves and cement steering bracket to front end. Mount pieces on toothpicks or make holders from masking tape. Now you're ready to prime the pieces. Spray two thin coats, allow to dry.



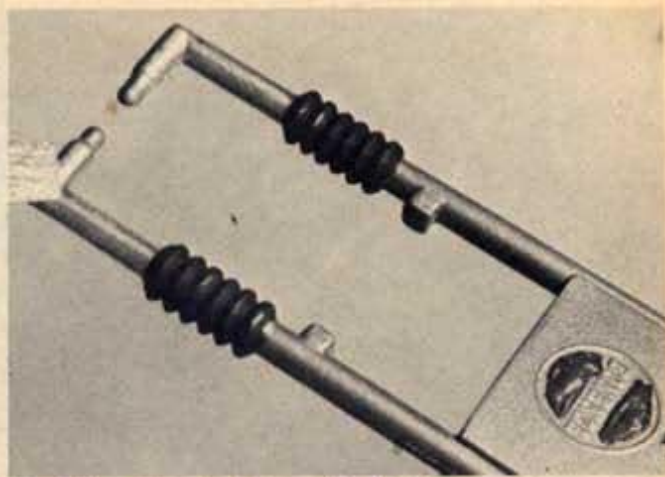
The BC 1500 SH is finished in metallic blue with white fiberglass tank and black Naugahyde seat. Spray several thin coats of color instead of one or two heavy coats. Let dry!



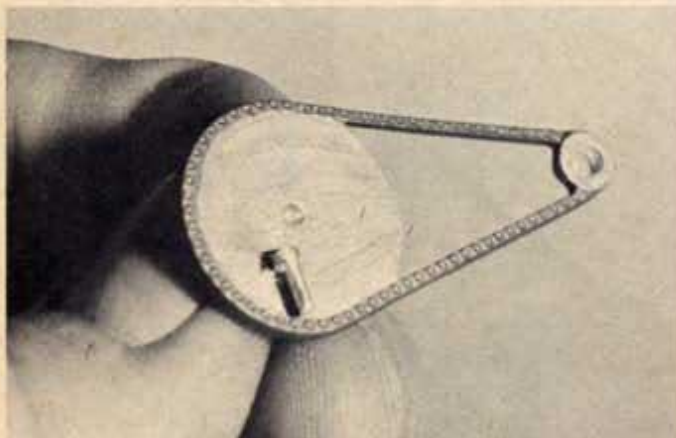
Lacquer dries quickly, but give it at least 24 hours before you rub it out with Meguiar's Hand Cleaner and polish it with Meguiar's Sealer and Reseal glaze. It doesn't dry white in the cracks.



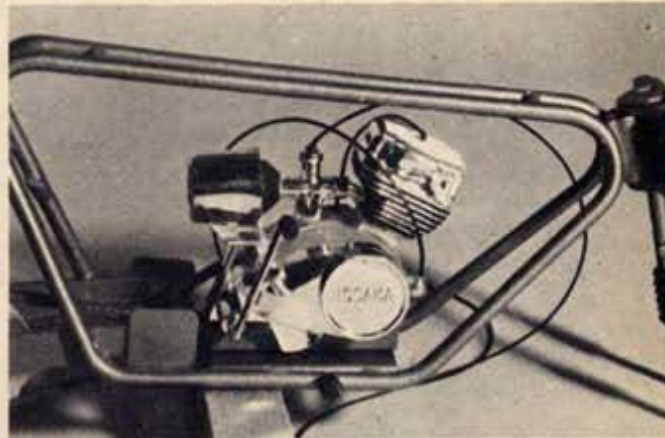
Modify some clothespins by substituting rubber bands for the springs and use them for clamps when gluing the frame halves together. Remember to sandwich the front end and engine baseplate between them.



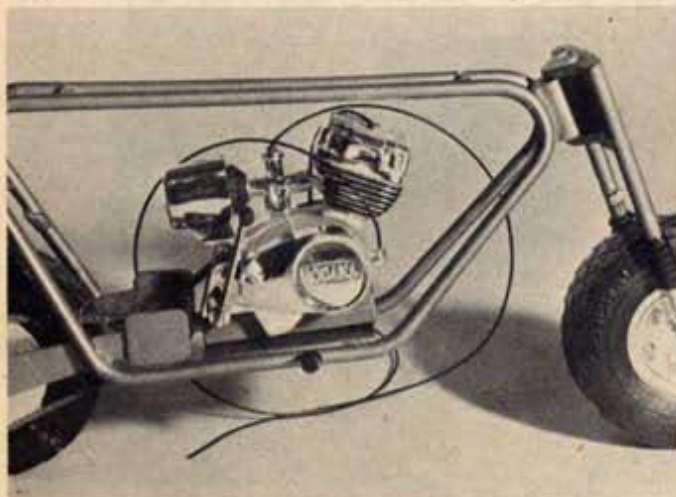
Paint the rubber fork boots flat black, and the lower fork legs chrome silver. Background on the Bonanza emblem is red with chrome silver border. But wait till the red dries before going further.



Make a rear brake lever arm from a piece of scrap and glue to rear sprocket as shown here. Paint the sprockets flat aluminum and the chain with Pactra's new "steel" color. Ditto for jackshaft drive chain.



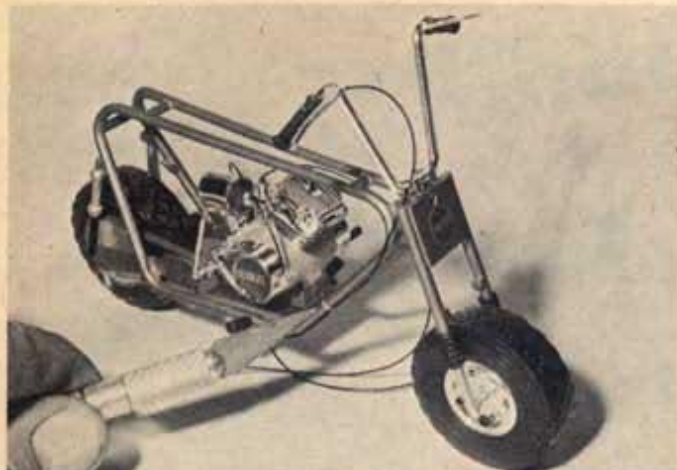
Mount the engine to the baseplate. Install the jackshaft (metallic blue) and jackshaft drive chain, secondary chain and rear sprocket. The rear shocks have chrome silver barrels and gloss black lower legs.



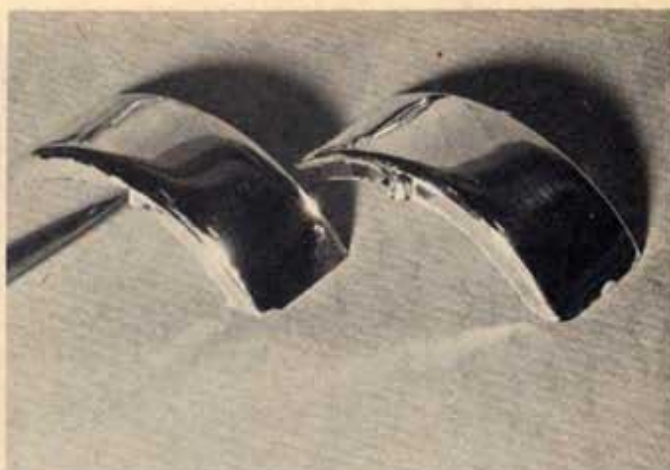
Assemble the wheels and tires according to IMC's instruction and make sure the wheel slots line up. Carefully coax them between the axle stubs. This is a true test of patience. Hope ya pass!



Glue a piece of button thread to the rear brake arm (overlap it slightly). Now mount the handlebars and attach thread from carb top to base of righthand grip (the one you painted black, 'member).



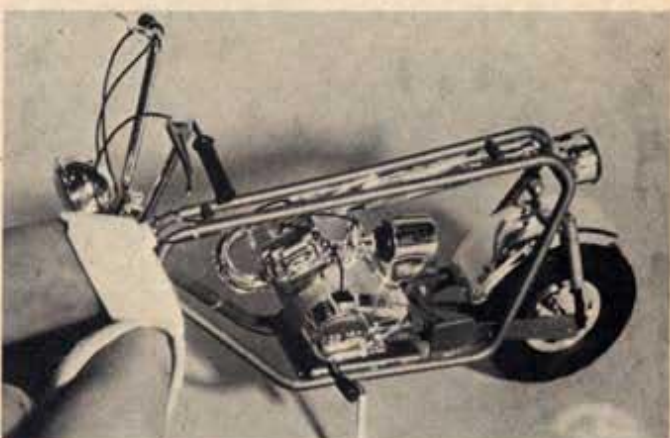
Slivers of aluminum foil coated with rubber cement will act as clamps to guide the rear brake cable to the right handlebar lever, and the clutch arm cable to the left handlebar lever. Be neat with 'em.



Before mounting fenders, cut away mounting lugs and notch sides of fenders. This will decrease clearance slightly, but will permit a much better fit and won't tempt you to bust the frame getting 'em in the other way.



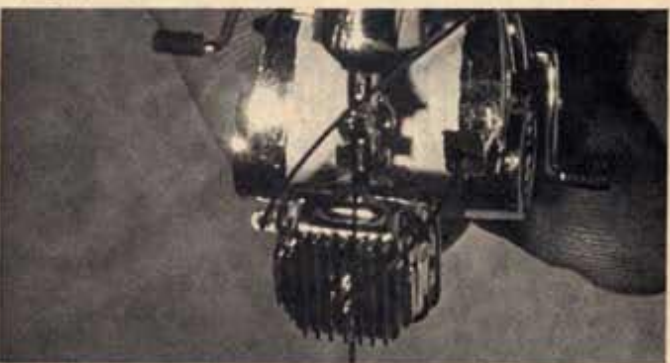
Carefully scrape the inside edges of the headlight and tail light housings before cementing the lenses in position. The tail light will look more realistic if you paint the reflector (inside) part gloss red.



Use toothpaste or Simichrome polish to polish the gas tank to a high lustre. Paint the edge of the gas cap with flat black and touch the face of the dial with flat black mixed with rectified turpentine.



Give the seat two coats of flat black paint, allow to dry completely, then carefully scrape across letters with X-acto knife blade to remove the black and permit them to stand out boldly in white as shown here.



Glue the seat to the top of the frame so there is a slight rear overhang. Next, position the gas tank 1/16-inch away from the forward edge of the seat and mount it to the top of frame. If you haven't done so already, add the shift lever and kick starter lever, paint the ends flat black to simulate the rubber covers. Well, it's all finished, wanna start on the custom?

1/32 PERFORMANCE



PRICED RIGHT!

Most home-set cars do a pretty admirable job of performing considering the fact that they're manufactured with the idea of offering the most performance for the least amount of money.

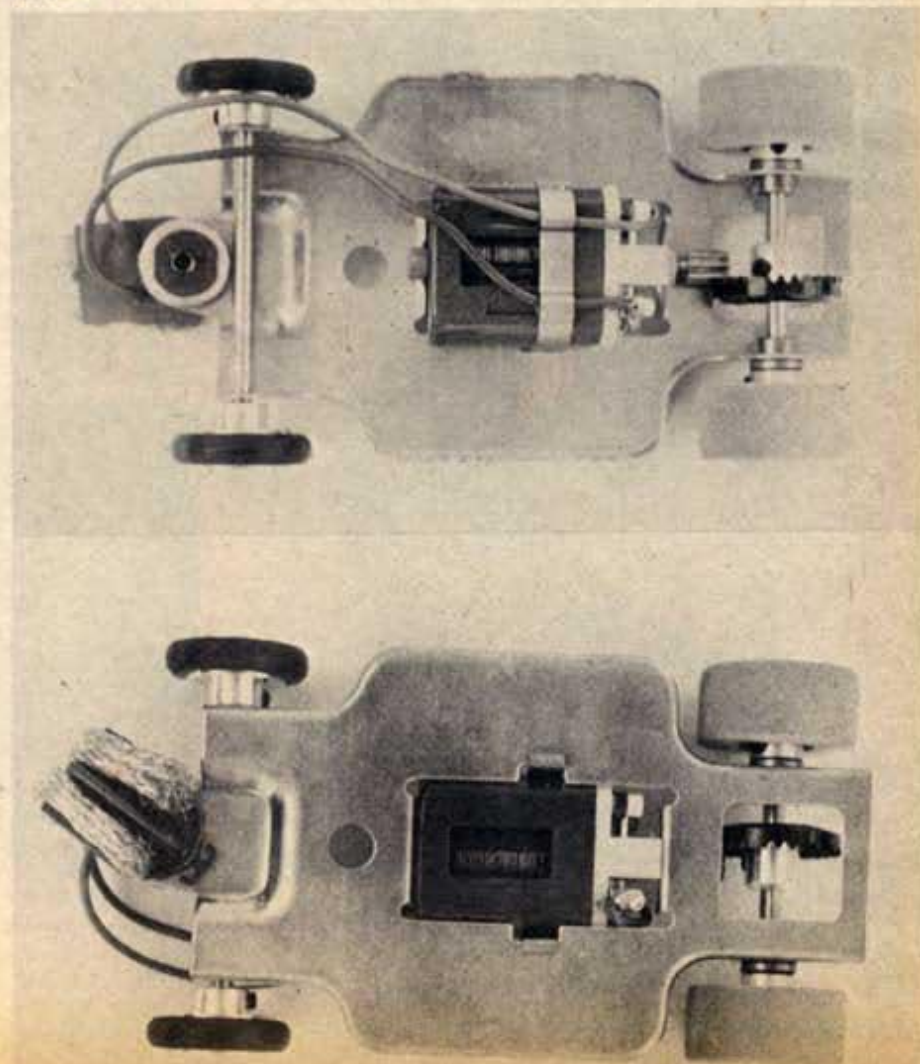
Yes, they do a pretty admirable job, but still . . . let's face it, you'd like to have more performance than the typical home-set car offers, right? Well, Rigger Manufacturing Company, "old pros" in the slot racing business, has a new line of 1/32 scale ready-to-run cars that are specially made as replacement cars for the popular home, snap-together plastic raceways — the kind you'll find under your Christmas tree this year!

Riggers' cars are truly fantastic bargains for the money. In fact, they're worth more than the \$5.95 price tag, and I really don't see how they do it for the price, especially considering the fact that they're ready-to-runs!

The photos tell the story. Mechanically they're sound, the cars handle beautifully, and the price — well the price is nearly unbelievable. Check them out at your local raceway, or search the pages of this magazine for mail order suppliers who might carry the cars. They're worth looking for!

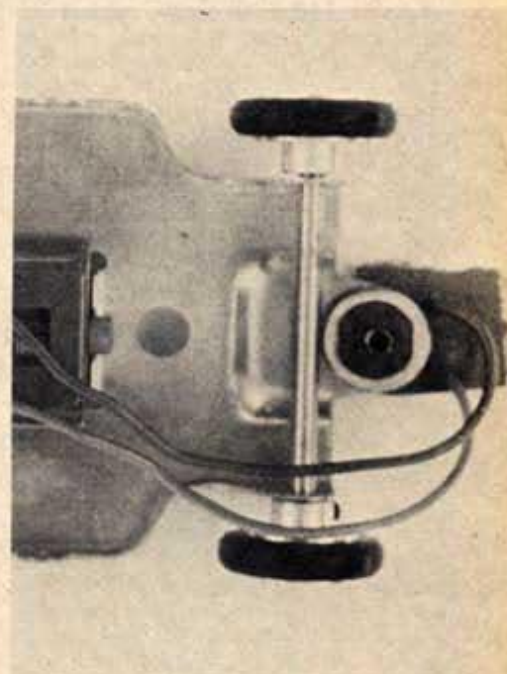
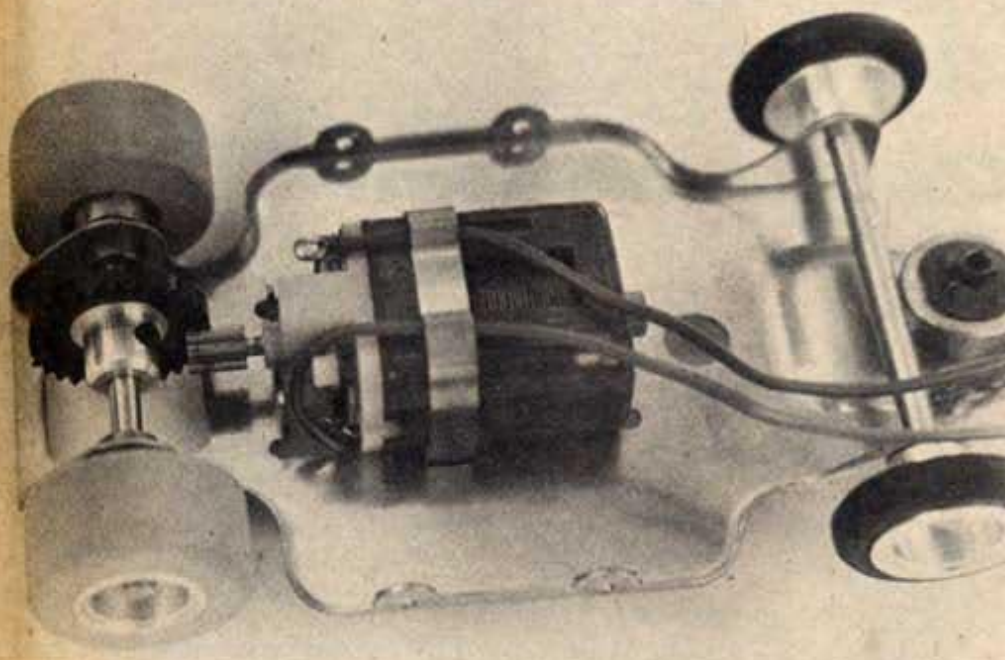
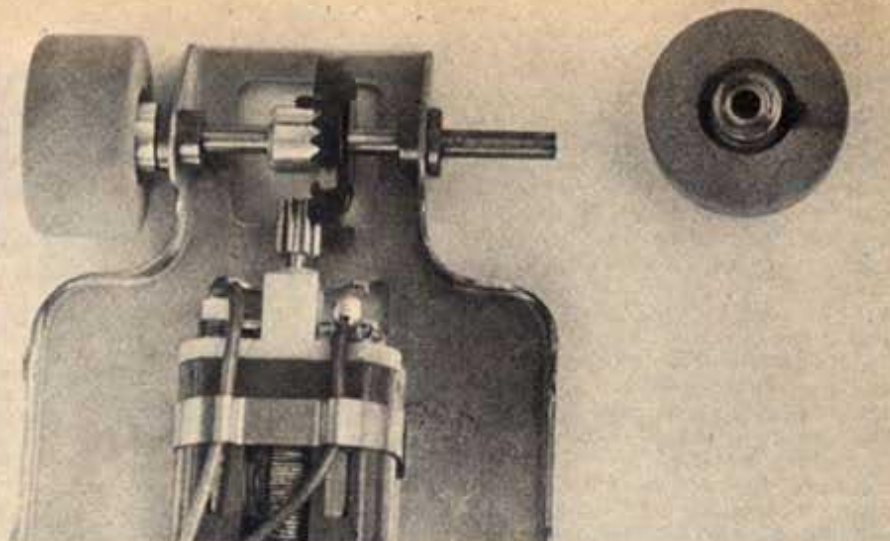
The stamped brass pan chassis is sturdy and permits excellent cornering. The motor is the old tried-and-true Mabuchi 16-D, a 1/32 scale favorite.

Rigger has a sure-fire winner for the home racers with their four magnificent ready-to-run machines in 1/32 scale. Would you believe \$5.95?



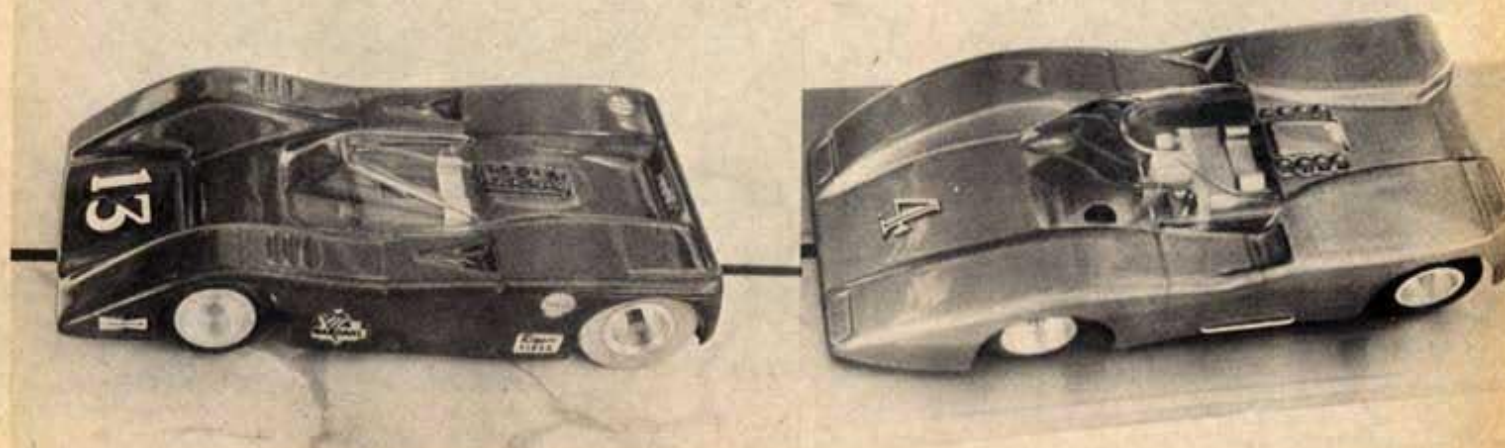
◀ Riggins' great home-set performers, from left to right: Abarth 3-liter; McLaren M8B; Dune Buggy; Porsche 908. All priced at \$5.95 each! Truly a fantastic buy.

The set-screw wheels and axles are quality items, offer "super grab" adhesion. Note use of oilite bearings for rear axle.



A seven tooth pinion and Riggins' 30 tooth crown gear gives a 4.285:1 gear ratio — great for twisty home tracks.

The guide shoe is by Cox.



At \$5.95, this has to be one of the greatest home-set cars to come down the pike, yet!

range of variation between motors of this type. The only differences I could detect was that there is a lacquer-like substance dabbed on the winding to help hold them in place and the fiber insulators at each end of the stack now curves over the pole piece to prevent the wire from scraping on the metal stack as the pole is wound.

As it stands, the motor runs fairly well, even unbalanced, and moves the Dynamic 1/32nd car along at 26 feet per second, which is slightly faster than others I've tested.

I know the ball bearing in the 1970 endbell is not going to be too welcome by many of the younger generation who race ready-to-runs because it means changing the motor brackets if they want to run U.S. made motors like Muras, with the smaller bearings.

In the H.O. field this month I tested out some of the silicone tires and pick-up shoes sold by Auto World. These are the wide rears with 0-80 jam nuts and thin "O" ring fronts. Both have the little paper inserts to give the mag wheel effect. Believe it or not, they are effective. An H.O. car's handling is much improved with these tires over stock tires, as is true of all silicones, but the silver plated and weighted pickups do give a definite advantage over stock equipment. The weighted pickup used with the A.W. tiger-tails is the best combination to be found in H.O. scale, in my opinion.

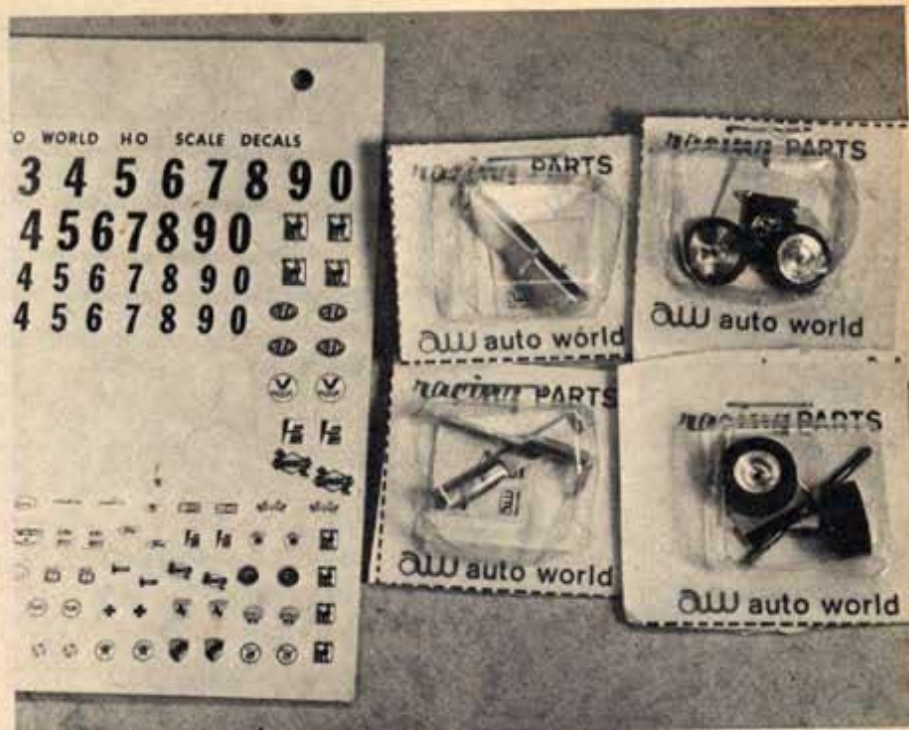
I included in the picture a shot of the A.W. decals which are about the only ones to be found in H.O. I noticed these now include a new Sunoco decal, as well as the familiar ones like STP. Now for the 1/24th fan that feels cold toward all H.O. equipment I might point out that these H.O. decals are just the right size to put on the side of a 1/24th driver's helmet or over the chest of a racer's driving suit. H.O. decals give that final concours touch to the 1/24th drivers. Try it and see!

The past few months there was a flurry of activity about a small H.O. motor made by Mabuchi. I just thought I'd show a picture of this Mabuchi, called the R-1 motor. I only mention this because while thumbing through a back issue (May '68) of Model Railroad Craftsman I came across an ad by Polk's Hobbies, showing the R-1 motor. It was on sale at 88 cents each, or three for two dollars! The regular price was also listed as \$1.65.

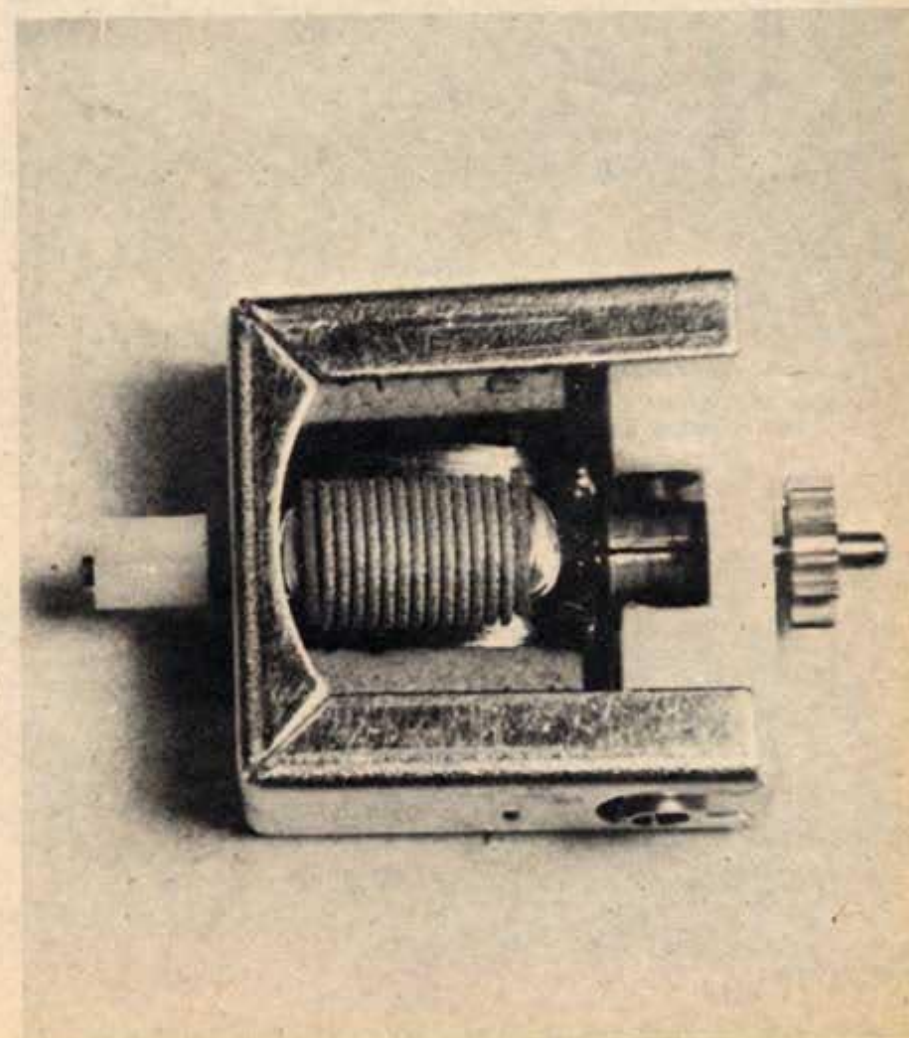
I don't know if Polk's still has any of the R-1 motors left but I've re-wound some of these in past years, along with shimming the magnets, and they ran pretty fast.

These motors will fit right into an old Atlas H.O. plastic frame, in case you're interested.

That's about all I've had time to test and mess around with this month, so I'll see what I can come up with next month.



Auto World's H.O. scale decals, along with their weighted silver pickups and silicone tires.



The elusive Mabuchi R-1 H.O. scale motor.

SMALL STUFF

Address correspondence to: Bill Von Staden, 77 Sherman Avenue, Jersey City, N.J. 07307.

The alarm sounded at 9:15; I managed to get out of bed by ten. A call to Newark, New Jersey confirmed a race that afternoon, despite what I'd heard the night before in the Jersey City raceway. By eleven, when I was ready to leave, it was raining hard.

I don't know my way around Newark, so it took me a few minutes for me to spot the sign "S. Klein's." What? A department store? Yes. They told me they raced HO cars in the basement. O.K. I figured, they haven't got room to allow something like this upstairs. Walking behind the steps, I turned and looked down a small flight of stairs. Oh, wow, there was a group of kids standing around a track on a ping pong table in the middle of the hobby department. This wasn't for real, was it! A race here? On a crowded shopping day?

Warren Ryanes, the department manager, explained everything. He was calmly giving me the lowdown on how it all started. I was still collecting my mind until he was halfway through, but I nodded and didn't let on that I was dumbfounded. We were leaning on the counter talking, and when he finished I started looking at the stock. The place had almost everything an HOer would ever need. And it was right up to date, too. Seems Warren keeps his finger on the pulse of HO racing, and gives the racers what they want. And at the store's discount price! Pretty sharp arrangement, I'd say.

At around one p.m. the heats started. S. Klein's being a department store instead of a raceway, I didn't know what to expect in the way of race rules, the manner in which it would be run, nor how good the cars and their drivers would be. They said that the heats would be three laps. Short, I thought. Then they tagged on "crash and burn." With that, all my thoughts of "Mickey Mouse" went away. As you may or may not know, "crash and burn" means once you deslot, it's all over. (Of course, the main would not be this way!)

Picking pre-race favorites was not easy. There was local Tom Lowden. Tom's cars were tough (he's got the only Aurora Formula I car I've seen that really runs) and I watched him sweep about five Jersey City races in a row. Tom had a friend there, Newarkian Bob Sheldon. Bob mentioned that he'd been to the Hobby House in Monroe, La. We then proceeded to carry on a lengthy discussion about Richard Harrison's theories. (Don't worry, Richard, you're safe!) Another fellow who looked like he could do it

was Tony Chase, in from nearby Irvington, N.J. The orange King Cobra he had was fast; Tony was up on all the tricks. And man, can he paint Lancer shells!

For the heats, the racers got one race in each of the four lanes. Points were five, three, two and one for first to fourth, respectively. That means twenty is perfect. In the first heat, Chase tooled his car to an easy win. The second heat was a rerun with Lowell Bishop the only one near Tony. Somehow, Lowell Bishop and Dave Bryant ran away with the third heat and finished one-two. In the fourth, Chase was leading when his LaGanke quarter-inch rear sponges momentarily gave up the bite, and the King Cobra spun. This time Bryant showed Bishop the quick way around, and Jones got third. Chase was fourth. "Crash and burn," remember? In the fifth heat, two cars wiped out, and Roger Thomas beat the remaining competitor by two laps. And these races are three laps? Heat six really put the "crash and burn" idea to the test. Three cars wiped out in turn one, Thomas was the lucky one and finished the three laps. The seventh wasn't much better. Two deslots left only Thomas and Hardy (didn't he write *Return of the Native?*) to battle it out. But Hardy, too, pressed it too hard and paid. So far it looked like a good score by default, but the eighth saw no deslots and Thomas wrapped up his twenty. The next series of four races involved only Tom Lowden and Bob Sheldon. Bob won races one and four, Tom races two and three. But when Bob lost he also deslotted, thus losing points. So Tom gained the most points of the two.

So, for the final, it was Dave Bryant, Roger Thomas, Lowell Bishop and Tom Lowden seeing who could cover a hundred laps first. Lowden snatched up the lead from the beginning with his green Cheetah and was never headed. Tom managed to stay out of trouble, and passed only on the straights. He won going away. Roger Thomas made second and Bishop held off Bryant for third.

After the final, they held another one! This time it was for the guys who placed fifth through eighth in points from the heats. Bob Sheldon made quick work of the entire thing. Seems he looks better when not racing Lowden! At any rate, only Tony Chase came close, finishing with ninety-five laps to Sheldon's one hundred. The first three finishers in both of the finals received the same prize. They could take their pick of any new car. Their original entry fee was only fifty cents.

The whole affair was a real mind-bender, with people stopping to see what all the excitement was about, the final going on right there in the middle of the floor. Every other weekend, Warren pulls out the layout, and they race. Yep, right out there in the middle of the floor...

A short word of thanks here to a

Mr. Lou Austin of Klein's. Mr. Austin lent us a much-needed flash attachment for our camera. Although we didn't get any pics because the camera was on the fritz, it was indeed a nice gesture.

Richard Harrison of Hobby House recently let me sample a customer's "full house" car. This is the all-out version, going for ten dollars. I'm willing to bet that many of you have considered getting one, but are a bit skeptical about letting go of your money. (I imagine all the 1/24 guys are saying, "Wow, a whole ten bucks.") But that's enough for an HO car. The owner of the candy gold Ford GT I tested was Neal Rogers of Albany, New York. It is really hard to tell how good the car looked. You'd have to see it — and in color. The doorlines were inked in, and the decals even looked unusually good on the low, wide body. The vents were opened up, and the body was lightened out drastically. I'm not sure if the paint and decals would outweigh the shell, but it would be close! Despite this, the body and paint really held up well. Inside the car had all the goodies. There were a lightened frame and gearplate, a LaGanke Tiger Arm, a LaGanke pan, LaGanke magnets, silver-soldered pick-ups, tiger tails, AJs silicones, stock front tires on a wide axle with soft springs between the hub and the frame on each side, and finally, Faller motor brushes. This last item is what got me. Faller brushes have a little "nub" at the bottom that increases the tension. Now, I'm all for a lot of tension at a drag strip, but my driving style is just not suited to the HO equivalent of power disc brakes. The car would lock up the rear tires and slide to a halt when the power was shut off. Rather than mess with Neal's tension, I popped in a new pair of stock brushes for the test. So I did a few slow laps and then got on it, resulting in a near heart attack. I didn't think it would ever stop in time, but there were still some brakes, and I didn't launch it onto the floor. I could just see my ten dollars going towards a new car for Neal! But I got used to it — a little, anyway. I never did quite get over the way it leaped from corner to corner. If it were mine, I would have tried to see just how fast the beast would corner, but since it wasn't, I didn't. The Fallers back in, the car was in original form, and on its way to Neal. So how good is a full house car from Hobby House? In a word — UNREAL! I don't claim you shouldn't be without one. If your skills aren't yet what they will be, you might buy one. If you lack the time (Neal is a student), you might buy one. Or maybe if you don't have all of the necessary tools you might want one. A full house can still be changed after you buy it. You will still have something to do in tuning it and setting it up for a particular track.

Continued on page 66

Each month we receive tons of letters (pounds? Ounces?) and photographs pertaining to the Model of the Month. There are a number of things that you, the entrant, can do to simplify our task.

1. Address the letter to "Brick" Price, Contest Editor, 11795 Gateway Blvd., No. 3, Los Angeles, Calif. 90064.

2. Include everything that was done to the car other than stock from the kit. Too many of our entries lack the information that others are seeking.

3. Describe the paint scheme and brand of paint.

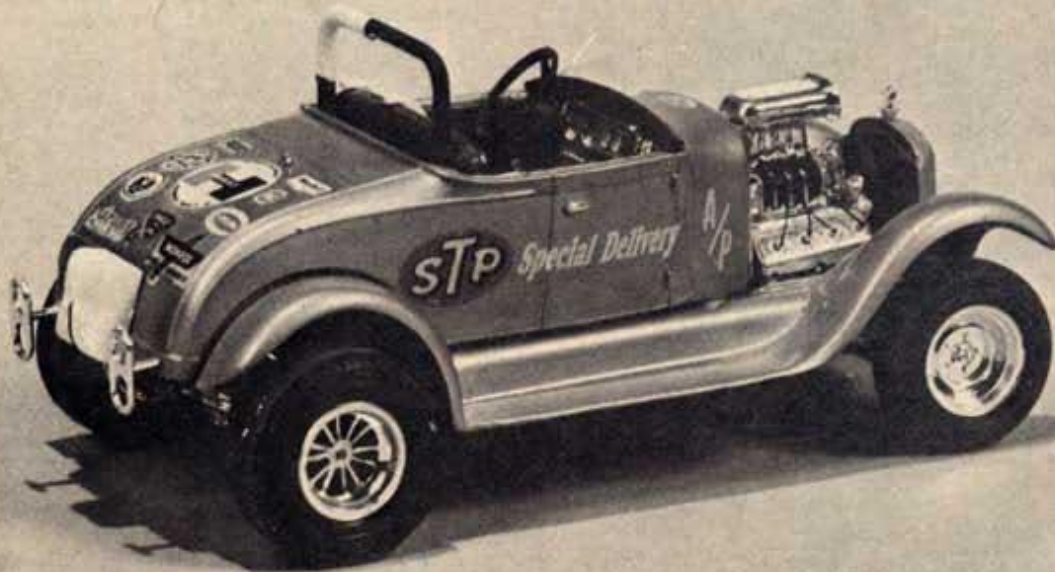
4. If it is possible, please print or typewrite all information.

5. Keep your backgrounds simple and uncluttered.

Model of the Month

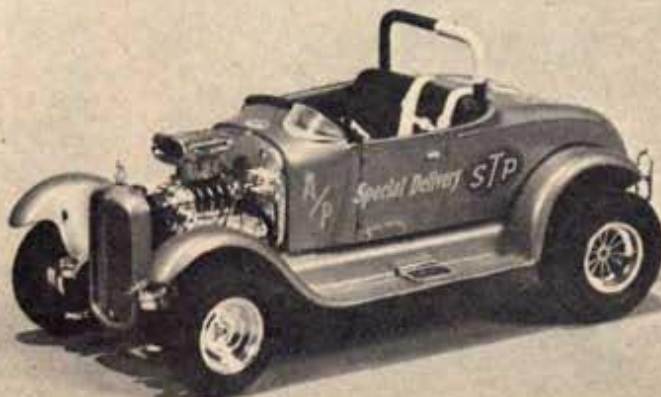
HERE'S WHAT YOU CAN WIN!

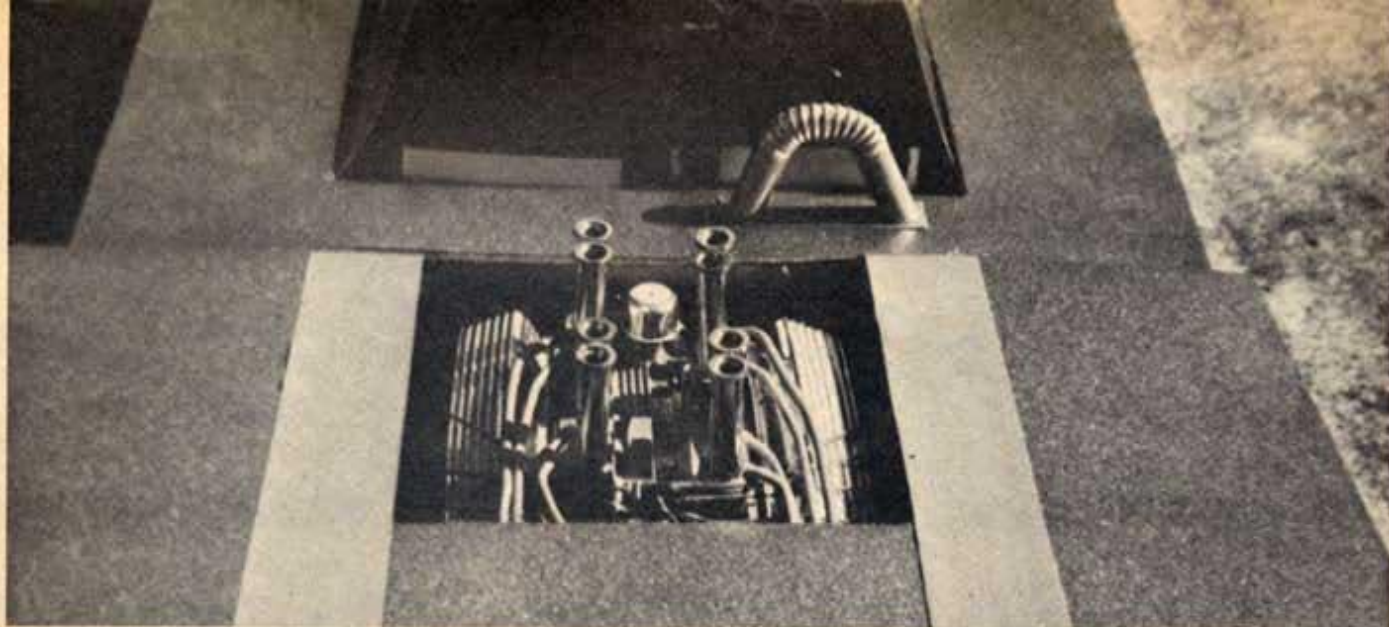
The first place winner of our Model of the Month contest receives this fantastic Dremel No. 261 Moto-Tool kit — a \$32.95 value! The kit contains the following: Powerful No. 260 Moto-Tool, 34 accessories including high-speed steel cutters, grinding wheels, wire and bristle brushes, rubber polishing tip, sanding discs, drum sander and sanding bands, mandrels, dressing stone, finger grip extension, collet wrench and 1/8", 3/32", 1/16" and 1/32" collets, all in a molded polyethylene storage case! A magnificent, life-time tool set that is perfect for modelers.



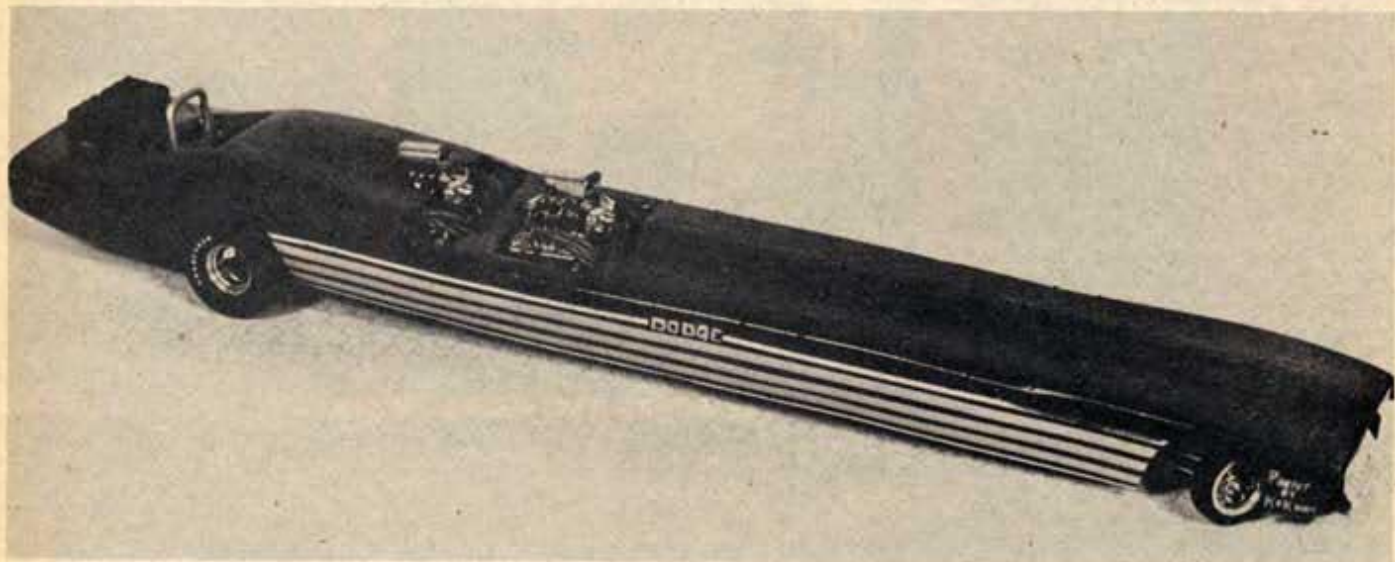
Ralph Atkinson, 150 Woodstock Rd., Fredericton, NB, Canada, is the lucky recipient, this month, of our fabulous Dremel tool set. Ralph has entered our contest in the past and was among the highest in point standings. Ralph's altered roadster was built using AMT's '29 Model "A" Ford and Ala Kart kit. Most of the chassis is chromed using parts from the Ala Kart kit. The "flag" style rear wheels are from a '66 Buick Skylark kit while the front wheels are an Ala Kart item.

Some of the tasteful body work includes bobbed rear fenders, smooth running boards, a '32 grille and a Cobra windshield. Safety equipment includes a roll bar, shoulder harness, and a "Monkee Mobile" drag chute. The superdetailed engine (check out those spark plugs!) originally supplied the power for AMT's '53 Stude. The flawless paint job is five coats of Orbitron Blue.

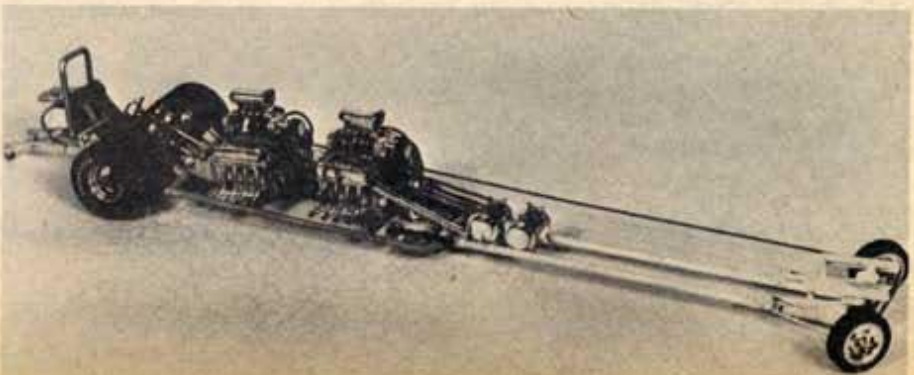


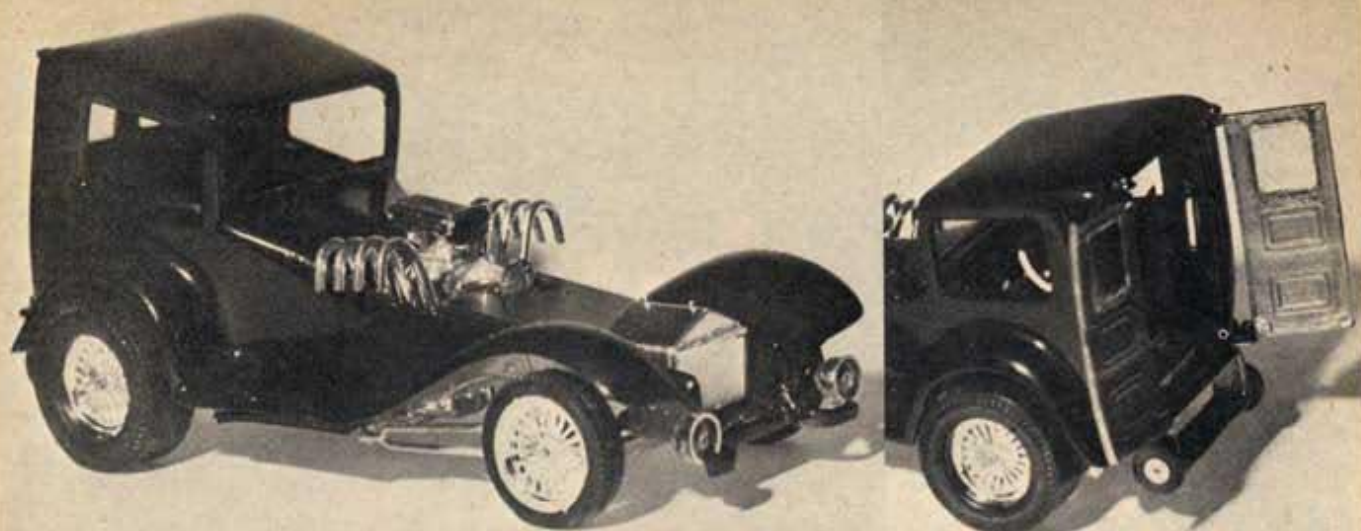


Duane W. Lanterman, Ellinwood, Kansas, decided to experiment with a scratch-built 1/8 scale Can-Am car before building his R/C car. The results are right in line with the current trend toward low-profile "wedges" like the "Shadow." The tires, rims and chassis are made of wood. The engine is Monogram's five-liter Chevy with fuel injection, complete with wiring and hoses. The body is made from poster board, painted bronze and accented with blue stripes. The rollbar is a Flex-Straw painted silver. The interior includes such details as a scratch built steering wheel, cloth seat belts with metal catches, and model aircraft gauges.



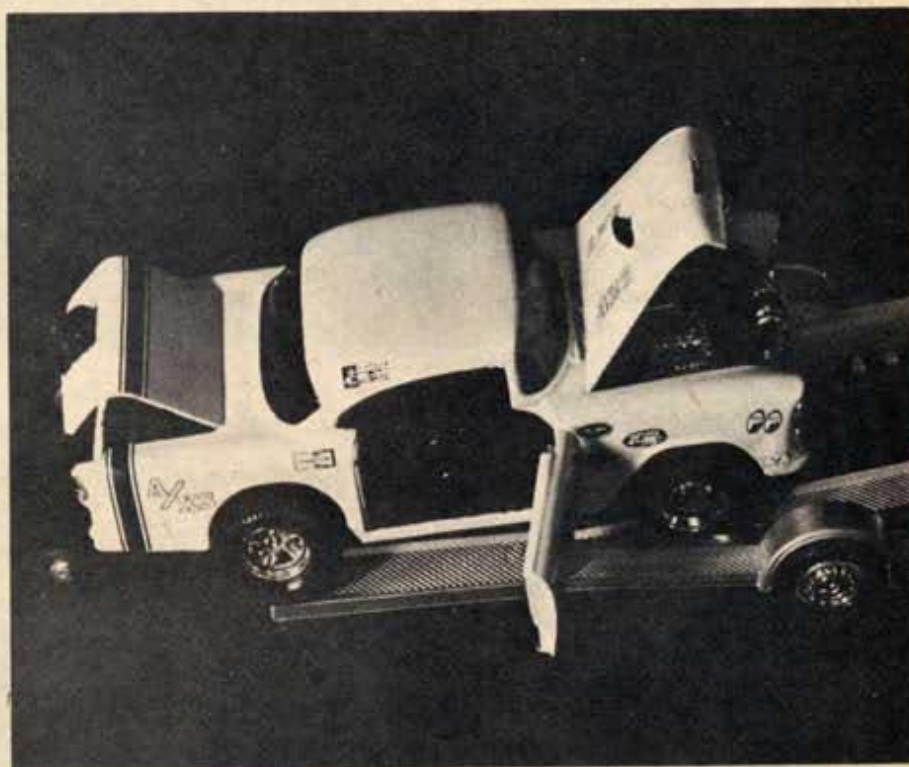
We knew it would happen someday! For years, the trend of dragsters has been to a longer wheelbase. Mike Miljanovic, Hamilton, Ontario, Canada, has topped them all with a car(?) that required four bodies to build. The front and rear quarters are a Dodge Charger, while the center three bodies are all '65 Chevilles. Two Charger kits were used for the engines, with blowers and scoops from two IMC VW's. The frame was made from plastic sprue and aluminum tubing. Paint consists of a gold base coat and candy blue.





"Please use rear entrance," are the instructions given to us by Tom Pitt, of Pittsburgh, Pa., for his way-out custom. The body was originally an MPC '33 Chevy panel truck which has been drastically shortened. Some of the panels are hand-made and all body sections are molded together with putty for smooth flowing lines. The engine is a blown and injected 467 cu. in. Buick. Headers, wishbones and grille came from AMT's ZZR kit. The finish coat is several coats of candy apple red paint over base gold.

Well, you saw our longest entry this month, but were you ready for this? It is a Revell '55 Chevy which has been shortened a full inch. Even though shorter than normal, everything still opens and closes with ease. The 427 "Rat" motor and parachute are from AMT's Chevelle funny car kit. Black sewing thread was used for ignition wiring and fishing line for fuel lines. The interior is upholstered with black velvet ribbon.



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2. Title of publication — MODEL CAR SCIENCE
3. Frequency of issue — monthly
4. Location of known office of publication — Spartan Printing Company, 2nd and Dickey Streets, Sparta, Illinois.
5. Location of the headquarters of general business offices of the publishers — 131 Barrington Place, Los Angeles, California 90049.
6. Names and address of: Publisher — Gordon Behn, Don Werner, 131 Barrington Place, Los Angeles, California 90049. Editor — Raymond Hoy 131 Barrington Place, Los Angeles, California 90049.
7. Owner (if owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given) — Delta Magazines, Inc., 131 Barrington Place, Los Angeles, California 90049. D. N. Werner, 131 Barrington Place, Los Angeles, California 90049. Gordon Behn, 131 Barrington Place, Los Angeles, California 90049.
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	Average No. Copies Each Issue During Preceding 12 Months	Single Issue Nearest To Filing Date
A. Total no. copies printer (net press run)	105200	96758
B. Paid circulation		
1. Sales through dealers and carriers, street vendors and counter sales	93274	85394
2. Mail subscrip- tions	10310	10286
C. Total paid circulation	103,584	95,680
D. Free distribution (including samples) by mail, carrier, or other means	470	502
E. Total distribution (sum of C and D)	104,054	96,182
F. Office use, left- over, unaccounted, spoiled after printing	1146	576
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I certify that the statements made by me above are correct and complete.
D. N. Werner and Gordon Behn.

What Richard goes through with each of these cars is a lot of trouble, and when you get it, you KNOW it will run. For ten bucks, or your car and eight bucks.

LaGanke sent along some of his fine products for review. I really like most of the LaGanke HO speed products. One thing I use a lot of is the super magnets put out by them. My Muras have no "Zap" left, and the ARCOs are a bit too strong. I think the LaGanke magnets are better suited to the cars we race now. Things could, and probably will change. But do you want to go fast today, or spend all of your time getting ready to go fast next week? One thing that really got to me was an article in another magazine discussing the supposed uselessness of the LaGanke machined brass bearings. The author claimed that when your bearing holes in the nylon chassis got a little sloppy, it is a simple matter to discard the chassis and get another, rather than invest in bearings. Sure, right? Wake me up when this is for real! Nobody I know who races even semi-seriously runs a stock chassis.

Most guys cut, drill, vent and do lots of other things to a chassis to improve it before racing. But I want all of you racers out there to listen. When your frame bearings get a little sloppy, go out and get a new chassis and pray you can modify it the same way, that it will be as fast as the one you replaced, and that you can steer the X-acto away from your thumb. The bearings go for \$.49 a pair, but I'm sure you'd rather spend a buck. Lastly, bearing don't give speed, they prevent the loss of it.

Auto World produces an awful lot of items needed by HO racers. I'm beginning to find out that many of you don't live near a hobby shop, and a well-stocked one at that. Well, here is your answer. You can do all of your shopping "under one roof" with Auto World. They carry everything from car parts to special items like their track eraser, which is impregnated with metal particles. It sells for a mere 49 cents, and does a good job on power rails as well as pick-up shoes. You may remember that Auto World puts out those mag wheel inserts. They don't make real mag wheels out of regular aluminum hubs, but they improve the looks by 100 percent. There is a lot of emphasis being put on car appearance these days, and it's not as hard as making the car go fast. It is very easy to spend a little time on the appearance of your car, and you seem to get a lot out of it even from a few minutes work. When we race at home, all cars are painted and detailed. It's in the rules. I'm not going to use up another

page or two telling you what Auto World carries for the Ho fan. They have a catalog for that.

A lot of products wanted by the HO racer is not available from the big companies. Then you have to turn to the small independents. One such independent is Carl Dreher. Carl is a big name in racing, but he also makes parts. Two items of special interest are custom rewinds, and 1/4" x 7/16" silicones on threaded hubs. For a more extensive price list and better descriptions, you can send a self-addressed envelope and a 6 cent stamp to Carl at 6957 Ash Ave., Gary, Indiana 46403.

AJ's has released sponge and silicone rear wheels on set-screw wheels. They also report that a brass pan is on the way, and that it is considerably better than anything currently on the market. You can also treat your sponge tires with AJ's new sponge treatment, "Traction Plus." Sadly, their new car project has been temporarily sidelined with motor trouble, but let's hope it won't be for long. All this looks to me like: a) set screws are suddenly the way to go, b) possibly another pan, and c) gooped sponge is gaining on the silicone in popularity for road racing.

Tyco shocked me recently. My last experience with a Tyco was a big letdown, to say the least. Admittedly this was quite a while back. Now they have released a Ford GT, an AMX, a Z/28 Camaro, and a Porsche Carrera 6. They really go, too. In stock form, these new cars really get it on. It all started when they junked the old motor. The new one is very strong. But let's look at these as racing cars. You want to hop it up, right? well, those stock rear tires have got to go, and you must drill out the rear axle bearings and the gear to 1/16". After adding good tires, I'm not sure what you do. With worm gears you don't change the ratio. Maybe a homemade pan? The problem here is potential. This car may be faster in stock condition than a lot of other brands, but there is no speed equipment available for it. One more modification can now be done on these Tyco cars. They used to have an Atlas-type brush spring arrangement, but now the spring pushes directly on the end of the commutator brush. So it is a simple matter to add brush tension by slightly stretching the spring.

The Tyco bodies I've seen are something else! The Porsche can only be found on a Tyco car, unless you use Mini-Lindys. It is very attractive as it comes from Tyco, with its spoiler and two tab diaphanes. The Ford GT isn't the original one, it's the Mark II with the deck-mounted scoops, bigger spoiler and lower nose. Tyco should have put the psyche on everybody and billed it as a Mark II. Both of these bodies were wide and low, showing that Tyco knows where the handling is at.

Next time: The hide burners; those funny cars.



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